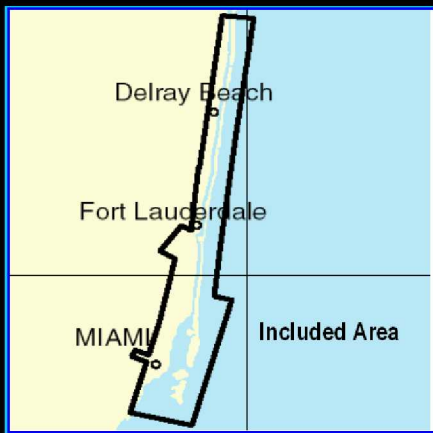


BookletChartTM

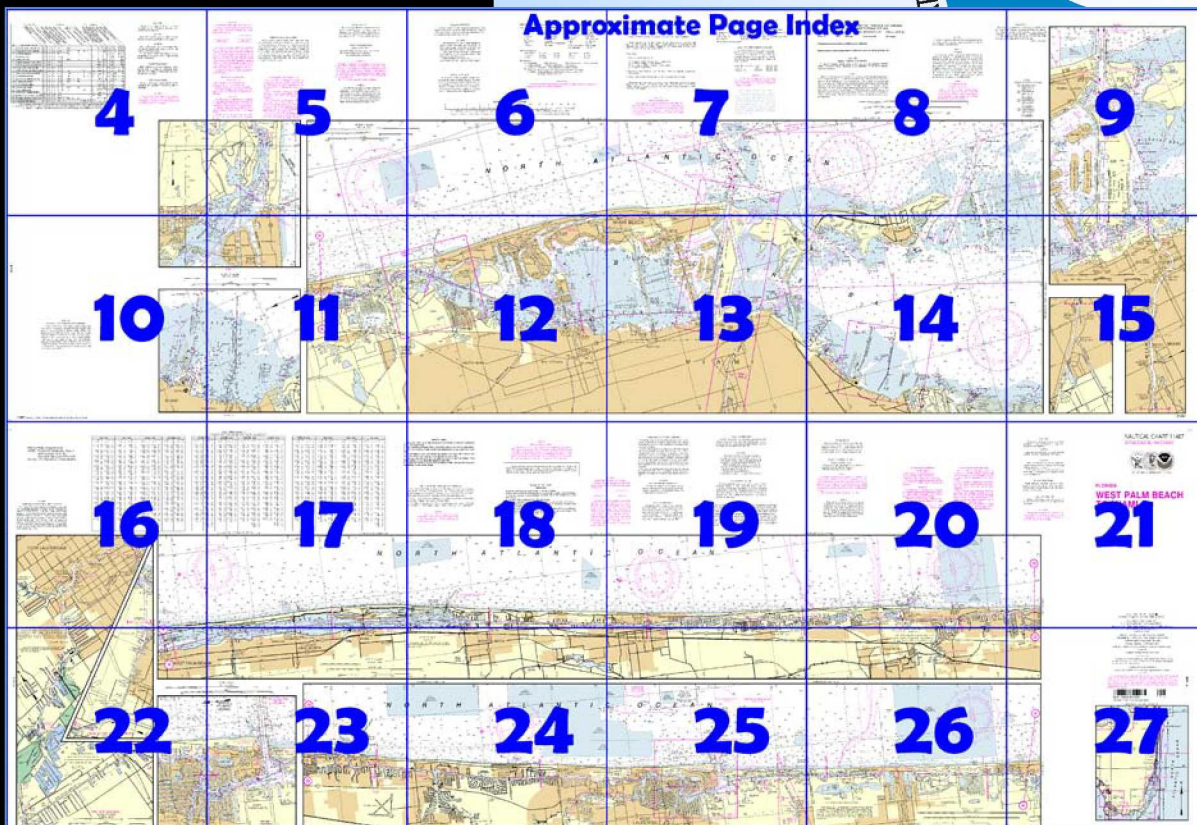
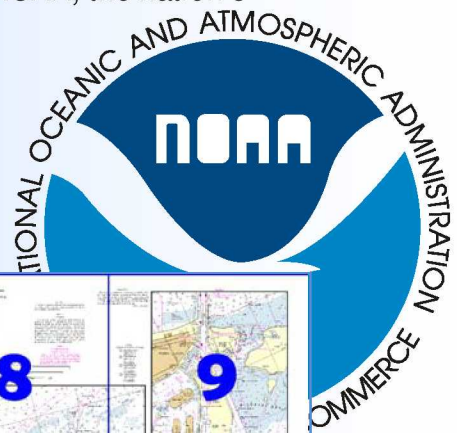
Intracoastal Waterway - West Palm Beach to Miami

(NOAA Chart 11467)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

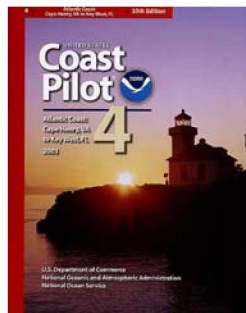
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 10 excerpts]

(239) **Boynton Inlet** is a dredged cut through the outside beach 100 feet wide. The entrance to the inlet is protected by jetties. The depth over the bar and to the Intracoastal Waterway was 5 feet. The inlet is crossed by Route A1A bridge which has a clearance of 18 feet. Boynton Inlet is dangerous and particularly hazardous to small boats not designed for open seas. Persons using this inlet should be experienced boatmen and have local knowledge. The channel is unmarked.

(245) **Boca Raton Inlet** is a narrow dredged cut through the beach 5 miles northward of Hillsboro Inlet Light. It is used mostly by party fishermen. The mouth of the inlet is protected by short jetties marked by private lights. The inlet had a depth of 5 feet in the lower south part of the entrance; shoaling to much lesser depths was across the rest of the entrance. The bar channel shifts with the winds.

(254) **Hillsboro Inlet** has importance as a base for party fishermen who run out into the Gulf Stream. The depth was 7 feet in the maintained channel. The entrance channel is marked by lights, a daybeacon, and a lighted entrance buoy, and protected by jetties that are partially awash at low tide. Rocky reefs extend northward and southward of the respective entrance lights; the southern reef is reported to dry at its southern end at low tide. The current in the entrance is reported to set northward across the channel on the flood, and southward on the ebb. Shoaling to a depth of 1 foot was at the entrance channel between Lights 1 and 2.

(320) **Bakers Haulover Inlet**. The depth was 11 feet through the inlet to the highway bridge, thence 8 feet in the basin and in the channels leading to the Intracoastal Waterway. Current velocities of 2.9 knots on the flood and 2.5 knots on the ebb have been recorded in the inlet.

(321) Many charter-boat fishermen use the inlet in good weather. A 700-foot fishing pier north of the inlet is illuminated by floodlights. The outer end of the pier is in ruins.

(322) The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

(335) **Meloy Channel**. The depth was 9 feet. A marina, protected by a breakwater marked by lights, is on the northeast side of the channel.

(336) **Fishermans Channel** is a channel maintained by the City of Miami. The channel leads westward from the turning basin at Fisher Island to a turning basin off the southwestern corner of Dodge Island; then southwest to the Intracoastal Waterway. The channel west of the Lummus Island Turning Basin had a depth of 23 feet with lesser depths along the southern edges of the channel. Natural depths to 10 feet lead from the turning basin off Dodge Island to the Intracoastal Waterway. The channel is well marked.

(386) **Miami River** and **Miami Canal** are navigable for 5 miles to a dam below the NW. 36th Street bridge. Miami Canal is navigable for small boats for 10 miles above the dam. However, the head of navigation from seaward is at the dam.

(387) The depth was 8.0 feet from the Intracoastal Waterway to the NW 27th Ave. bridge, thence 9.5 feet in Miami Canal to 100 yards below the head of navigation at the dam. The South Fork had depths of 10 feet at the entrance to 4 feet at a bridge 0.3 mile above the mouth. Shoaling to an unknown extent was reported on the north side of Miami River 0.3 mile above the mouth. Shoaling with numerous groundings was reported under the NW 27th Avenue bridge.

(388) Miami River and Tamiami Canal are **Regulated Navigation Areas**.

(390) The minimum clearance of the 10 drawbridges crossing Miami River and Miami Canal from the mouth to the head of navigation at the dam about 5 miles above the mouth is 6 feet.

(392) A highway bridge with a clearance of 6 feet crosses the Tamiami Canal just above its junction with Miami River.

(394) Small-craft facilities are distributed along the east and west shores of Biscayne Bay from above Baker Haulover Inlet to Dinner Key, on Miami River, and on Tamiami and Miami Canals. Marine railways, lifts, and launching ramps are available. Gasoline, diesel fuel, freshwater, ice, berthing with electricity, marine hardware, provisions, and telephone services are available about the harbor. There are many large hotels, motels, tourist homes, and restaurants.

(395) During the winter season, when berthing space is at a premium, many craft anchor in the bay off the facilities. There are dockmasters at most of them to assist in finding a secure berth. Many large hotels at Miami Beach have their own docks.

(396) The **City of Miami Miamarina** is at the northeast corner of **Bay Front Park**. The marina caters to private, commercial and sightseeing vessels. The facility has over 200 slips accommodating craft to 150 feet. Water, electricity, laundromat, and telephones are available. Depths of 10 feet were in the approach with 9 feet in the basin. The **dockmaster's** office, at the marina, is manned 24 hours a day.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, Virginia, to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

ARTICULATED AIDS
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, Va. to Fort Pierce, Fla.
10 feet Fort Pierce, Fla. to Miami, Fla.
7 feet Miami, Fla. to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances along the Waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, Virginia, to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ARTICULATED AIDS
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, Va. to Fort Pierce, Fla.
10 feet Fort Pierce, Fla. to Miami, Fla.
7 feet Miami, Fla. to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances along the Waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

Corrected through NM Jun 07/08, LNM Jun 03/08

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

Corrected through NM Jun 07/08, LNM Jun 03/08

Corrected through NM Jun 07/08, LNM Jun 03/08

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla.

Refer to charted regulation section numbers.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

RULES OF THE ROAD (ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels, when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NO	SMALL CRAFT FACILITY	DEPTHS		SERVICES										SUPPLIES										
		APPROACH-FOOT (REPORTED)	CHART SIDE	ALONGSIDE-FOOT (REPORTED)	BERTHS-MOORINGS-ELECTRICITY (TRANSITS)	RAMP	REPAIRS	MARINE SURFCE-NATURAL	LIFT	BOAT RENTAL	CANOE-ROW-MOTOR-RADIO	FOOD-LODGING-CAMPING	CHARTER-HOUSE-SAIL	TOILETS-SHOWERS-LAUNDRY	PUMP-OUT STATION	WATER-ICE	WATER-TOILETS	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE				
2	LOGGERHEAD CLUB & MARINA	A	7	7	B E					HMR						TS P	D	C	WI	GH	BT	DG		
6	PALM BEACH YACHT CENTER	A	7	6	B E					HMR	80	M	C			TS P	WD	C	WI	H	BT	DG		
7	GATEWAY MARINA	A	4	3	B					M	7					TP	D	C	WI		BT	G		
11	MARINA VILLAGE	A	10	8	B E											F	TP		WI		B	DG		
14	MARINA DELRAY	A	10	4	B E					HMR	5					TS P	WD		WI			DG		
16	DELRAY HARBOR CLUB MARINA	A	10	8	B E											TSLP	W		WI			DG		
17	CITY OF DELRAY BEACH MARINA	A	10	6	B E											TSLP	W		WI			DG		
20A	LIGHTHOUSE POINT MARINA	A	10	10	B E											F	TSLP		C	WI	G	BT DG		
27	VERO BEACH MUNICIPAL MARINA	A	10	10	B E					M		M				FL	TSLP	W		WI		BT DG		
37	BAHIA MAR YACHTING CENTER	A	12	10	B E					HMR			M	C	S	FL	TSLP	W	C	WI	GH	DG		
41	LAUDERDALE MARINA	A	15	10	B E					M			M	C		F	TP		C	WI	GH	BT DG		
52	LAUDERDALE MARINA CENTER	A	10	10	B E					HMR	3	220				TSLP	D		WI	H		DG		
55B	HURRICANE HARBOR	A	10	8	B E					HMR	70					TS P	W		W			DG		
73	HOLLYWOOD MARINA	A	6	8	B E	S										TSLP	W		W			DG		
79B	MAULE LAKE MARINA	B	10	10	B					HMR	68					F	TSLP	WD		WI		DG		
83	HAULOVER MARINA	B	13	10	B	S	M					M				F	TS P	D	C	WI	H	BT DG		
90	NORTH BAY LANDING MARINA	B	15	10	B E											FL	TSLP	W		WI	G	DG		
92A	BISCAYNE BAY MARRIOTT MARINA	B	6.5	6.5	B E											FL	TSLP		C	WI	GH	B DG		
99	MERRILL STEVENS DRYDOCK CO	B	15	12	BME	S	HMR	185	500							TS P	WD		WI	H		DG		
22	CRANDON PARK MARINA	B	6	5	ME	S							C	MK	C	S	F	T	LP	WD	C	WI	GH	BT DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
 THE TABULATED "APPROACH-FOOT (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
 THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUBMARINE
 Charted submarine cables and submarine areas are shown.

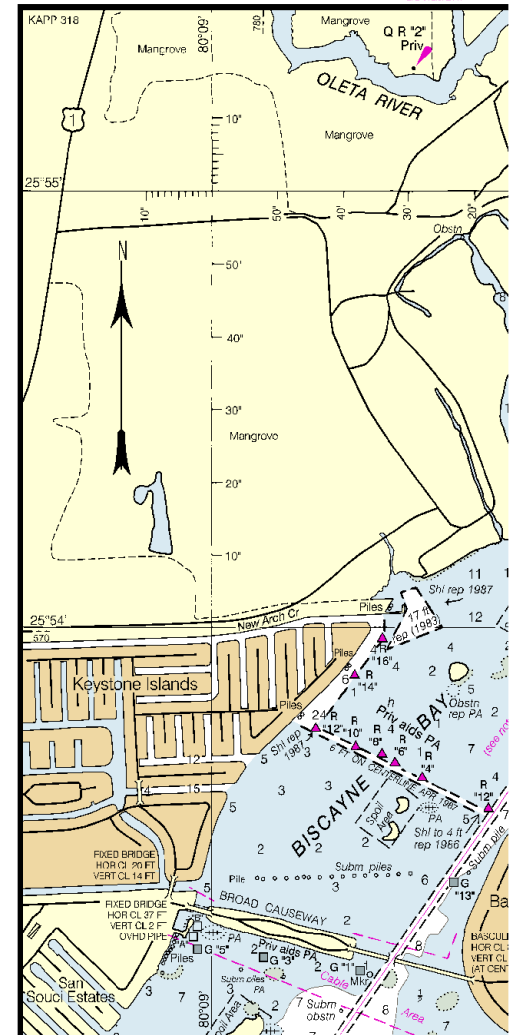
Pipeline Area

Additional information on submarine area of this chart and submarine buried, and that may have become extreme depths of water areas where pipeline and when anchored.

Covered wells unlighted buoys

INTRAC
 12 feet Norfolk
 10 feet Fort Pierce
 7 feet Miami, FL
 The controlling authority in the U.S. Mariners.

The Waterway line, Mileage distance in Statute Miles Virginia and Indiana Tables for correction national Nautical Pilot 4
 Courses are corrected for a deviation



Joins page 10



CAUTION
E PIPELINES AND CABLES
 Marine pipelines and submarine
 submarine pipeline and cable
 when as:



uncharted submarine pipelines
 ne cables may exist within the
 hart. Not all submarine pipelines
 ne cables are required to be
 hose that were originally buried
 come exposed. Mariners should
 caution when operating vessels in
 ter comparable to their draft in
 pipelines and cables may exist,
 choring, dragging or trawling.
 ils may be marked by lighted or
 ys.

ACCOASTAL WATERWAY

Project Depths
 t Va to Fort Pierce, Fla.
 erce, Fla to Miami, Fla.
 Fla to Cross Bank, Florida Bay.
 ing depths are published period-
 S Coast Guard Local Notice to

Distances
 ray is indicated by a magenta
 distances along the Waterway are
 lies, southward from Norfolk,
 icated thus: ————
 onverting Statute Miles to Inter-
 tal Miles are given in U.S. Coast

e TRUE and must be COR-
 any variation and compass

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart
 updated weekly by NOAA for Notices to Mariners and
 critical corrections. Charts are printed when ordered
 using Print-on-Demand technology. New Editions are
 available 5-8 weeks before their release as traditional
 NOAA charts. Ask your chart agent about Print-on-Demand
 charts or contact NOAA at 1-800-584-4683,
 http://NauticalCharts.gov, help@NauticalCharts.gov, or
 OceanGrafix at 1-877-56CHART, http://OceanGrafix.com,
 or help@OceanGrafix.com.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is
 designed for use with nautical charts and the
 exact meaning of an aid to navigation may not
 be clear unless the appropriate chart is con-
 sulted.

Aids to navigation marking the Intracoastal
 Waterway exhibit unique yellow symbols to
 distinguish them from aids marking other
 waterways.

When following the Intracoastal Waterway
 southward from Norfolk, Virginia, to Cross
 Bank in Florida Bay aids with yellow triangles
 should be kept on the starboard side of the
 vessel and aids with yellow squares should be
 kept on the port side of the vessel.

A horizontal yellow band provides no lateral
 information, but simply identifies aids to navi-
 gation as marking the Intracoastal Waterway.

RACING BUOYS

Racing buoys within the limits of this chart
 are not shown hereon. Information may be
 obtained from the U.S. Coast Guard District
 Offices as racing and other private buoys are
 not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Grid, East Zone, is indicated on
 this chart at 10,000 foot intervals thus:
 The last three digits are omitted.

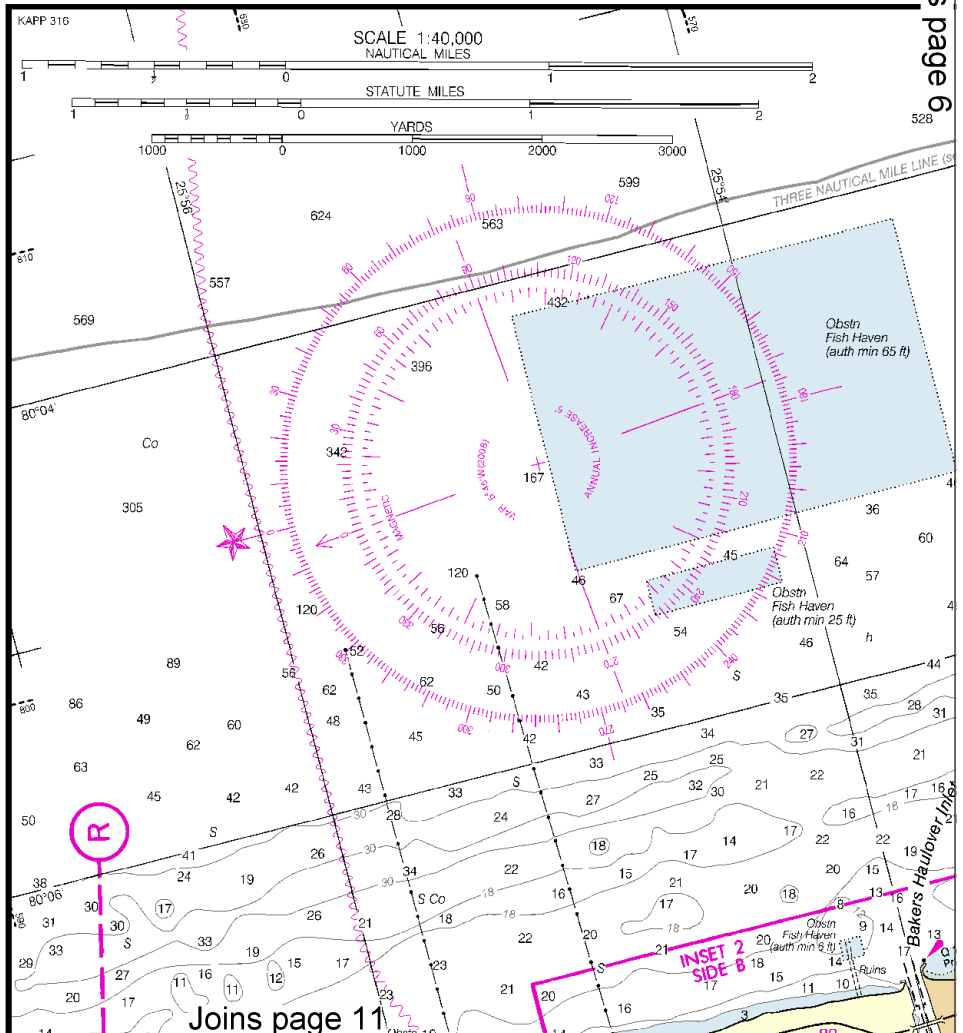
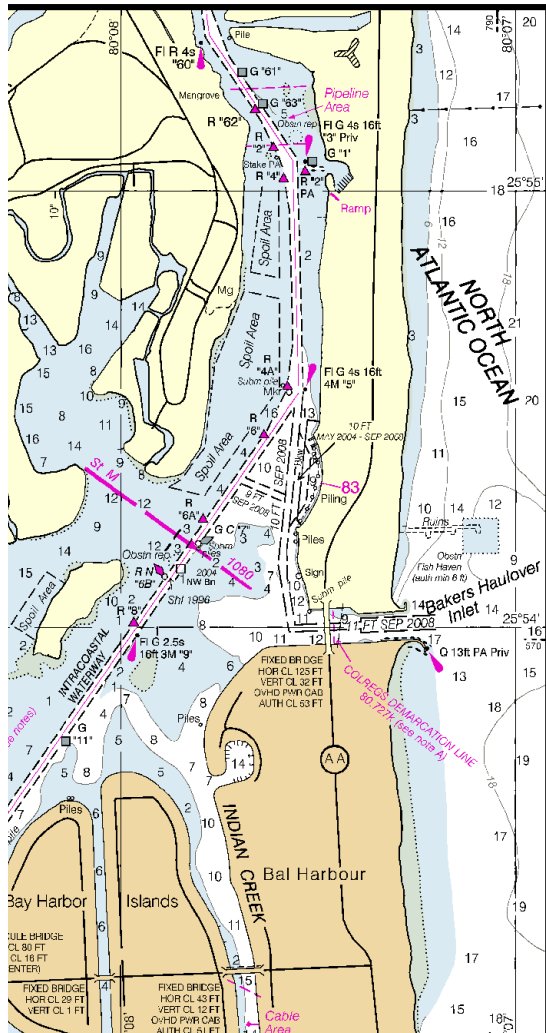
NOTE A

Navigation regulations are published in Chapter 2, U.S.
 Coast Pilot 4. Additions or revisions to Chapter 2 are
 published in the Notices to Mariners. Information con-
 cerning the regulations may be obtained at the Office of
 the Commander, 7th Coast Guard District in Miami, Fla.,
 or at the Office of the District Engineer, Corps of Engineers
 in Jacksonville, Fla.

Refer to charted regulation section numbers.

NOTES

Regulations for Ocean Dumping Sites are
 contained in 40 CFR, Parts 220-229. Additional
 information concerning the regulations and re-
 quirements for use of the sites may be obtained
 from the Environmental Protection Agency (EPA).
 See U.S. Coast Pilots appendix for addresses of
 EPA offices. Dumping subsequent to the survey
 dates may have reduced the depths shown.



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

FOLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (o) (Accurate location) (o) (Approximate location)

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated).

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	N nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blks boulders	Co coral	gy gray	Oys oysters	sc soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

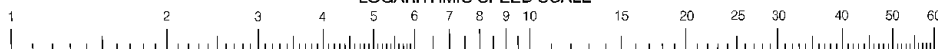
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demerarcation lines are shown thus			

FACILITIES

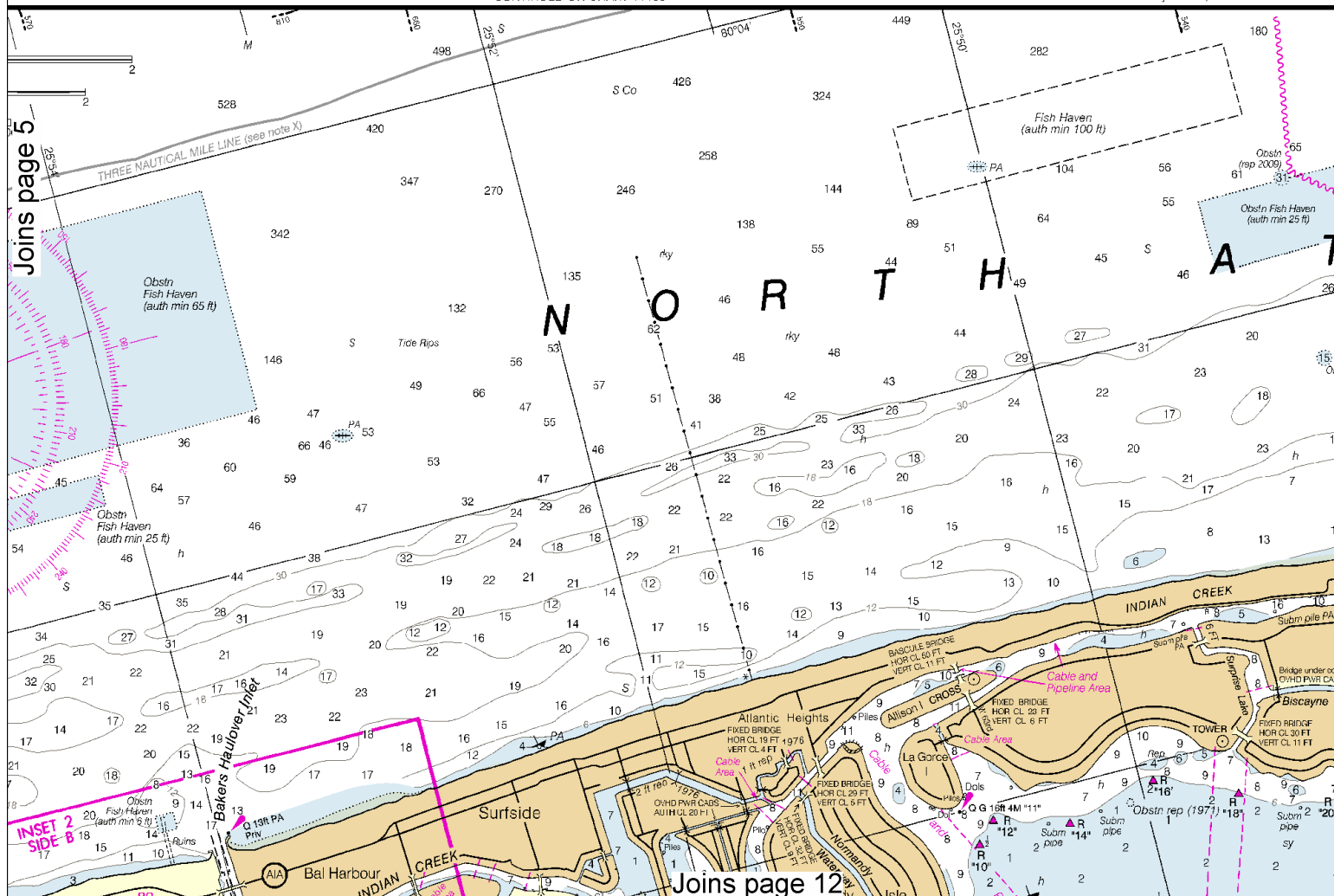
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

LOGARITHMIC SPEED SCALE



CONTINUED ON CHART 11466

Formerly 847-SC, 1st Edition 1962



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea. Be cautious when you see warning displays at U.S. Coast Guard stations, yacht clubs, marinas, and at other coastal points.

While afloat:

1. Keep a weather eye out for:
 - A sudden vertical cumulus cloud development
 - A sudden change in wind direction
 - A sudden noticeable increase in wind velocity
 - A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms.
3. Check radio weather broadcasts for latest forecasts and warnings.

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

NOTE D

PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M", at (25° 46' 08" N, 80° 04' 59" W). Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Melbourne, FL	*(321) 255-0212	8:00 AM-4:00 PM (Mon.-Fri.)
Miami, FL	(305) 229-4522	24 hours
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon.-Fri.)
Key West, FL	(305) 295-1316	24 hours

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

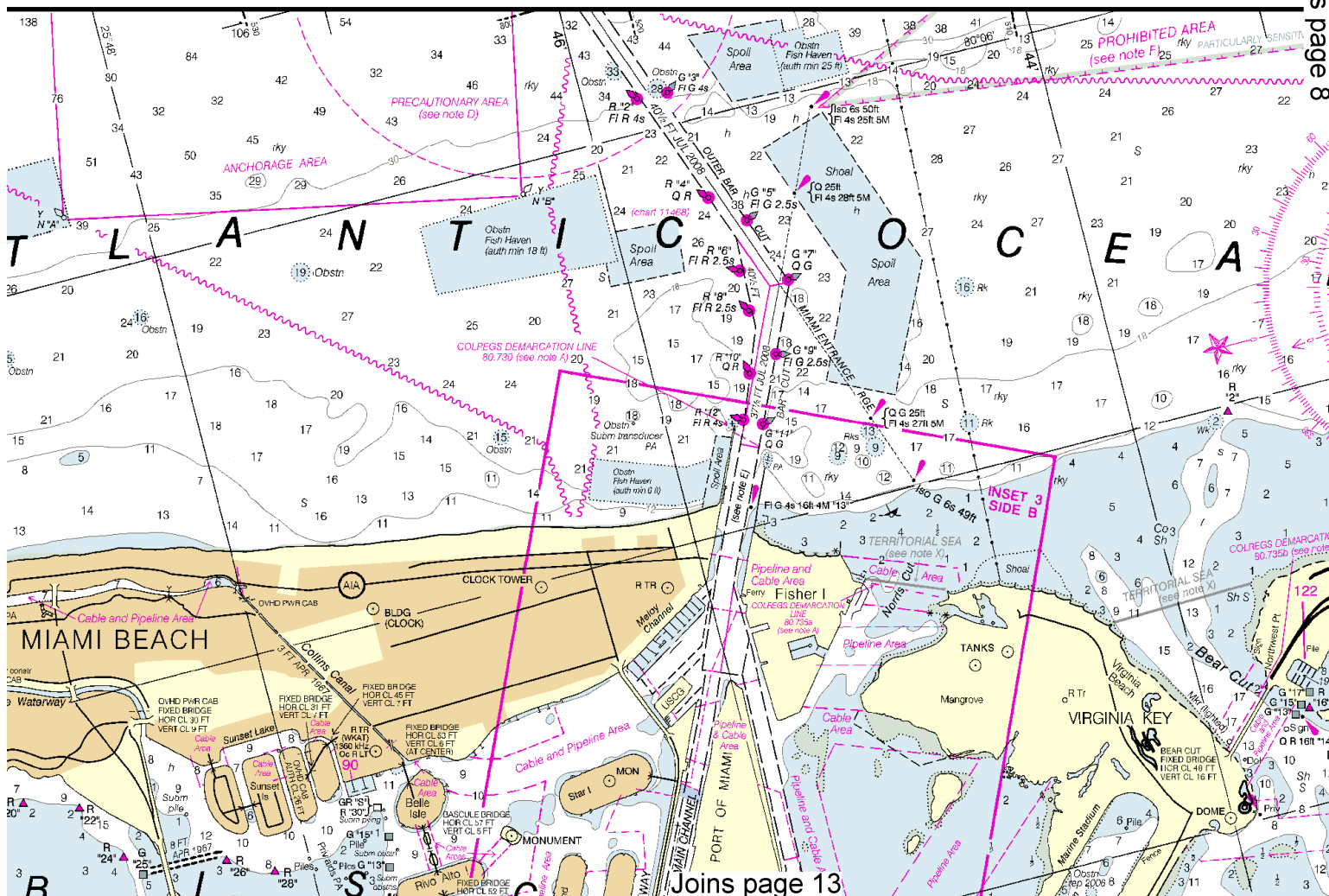
West Palm Beach, FL	KEC-50	162.475 MHz
Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCASTS-EST	SPECIAL WARNING
Miami, FL	NCF	2670 kHz	10:50 AM & PM	†On receipt

†Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

NOTE E

CAUTION

Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

NOTE F

PROHIBITED AREAS (Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

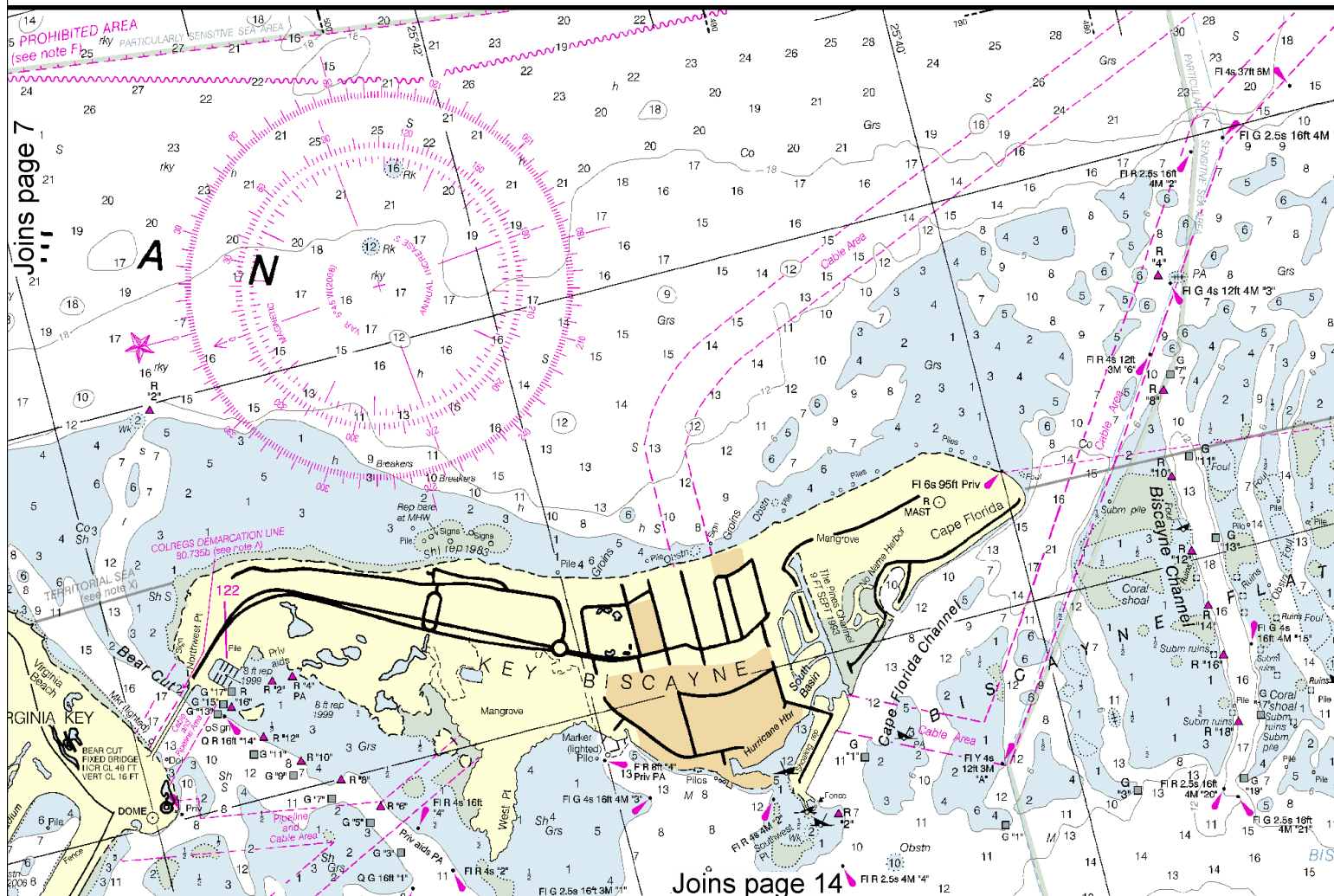
SCALE 1:40,000

NAUTICAL MILES

STATUTE MILES

YARDS

CONTINUED ON CHART 11466



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

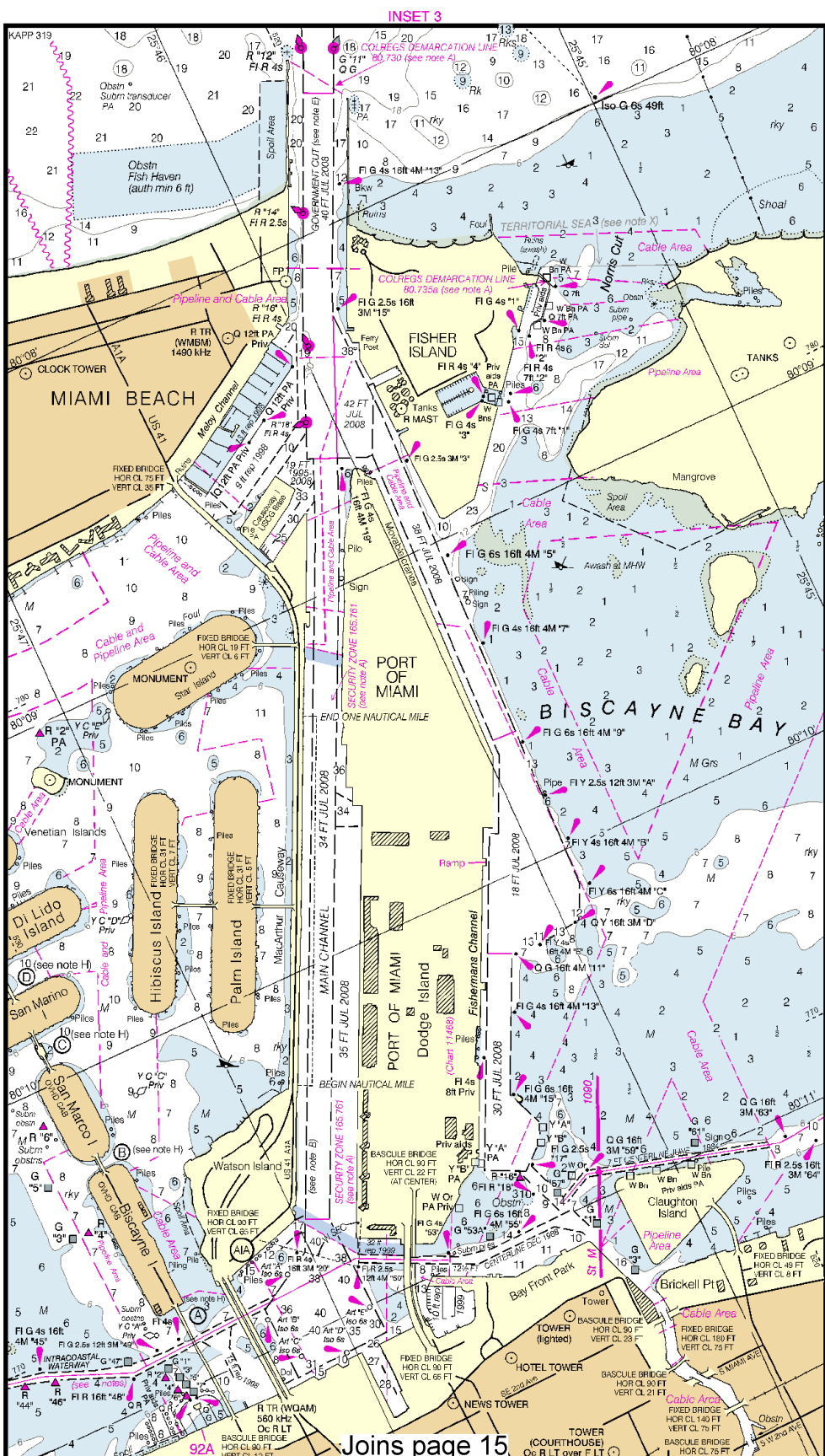
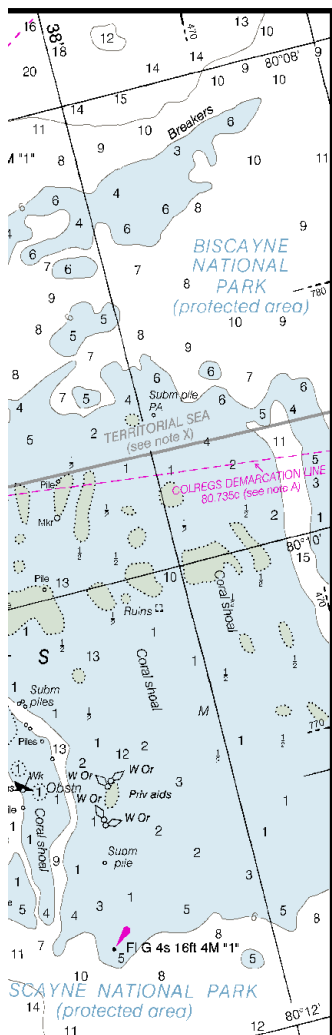


The controlling depths were 10 feet for a midwidth of 75 ft from the Intracoastal Waterway to South Fork Miami River; thence 6 feet for a width of 125 feet to Tamiami Canal; thence 8½ feet for a width of 90 feet to the Seaboard Coast Line (SCL) Railroad bridge; thence 6½ feet for a mid-width of 45 feet to the dam at the 36th St bridge.

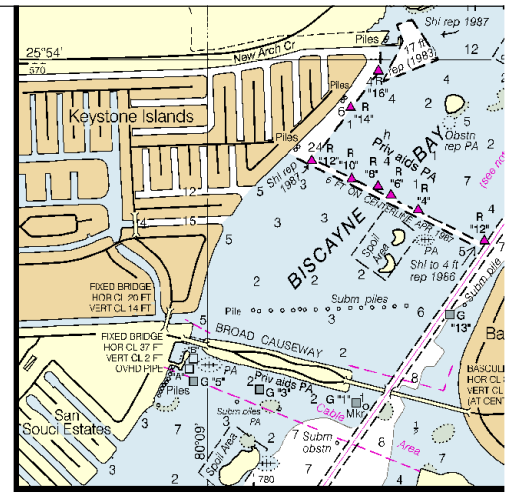
Jul 2000 - Oct 2005

NOTE H
VENETIAN CAUSEWAY BRIDGES

- (A) BASCULE BRIDGE
HOR CL 90 FT
VERT CL 12 FT
- (B) FIXED BRIDGE
HOR CL 51 FT
VERT CL 6 FT
(AT CENTER)
- (C) FIXED BRIDGE
HOR CL 52 FT
VERT CL 6 FT
(AT CENTER)
- (D) FIXED BRIDGE
HOR CL 52 FT
VERT CL 6 FT
(AT CENTER)

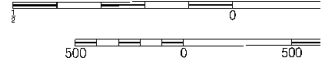


Joins page 15



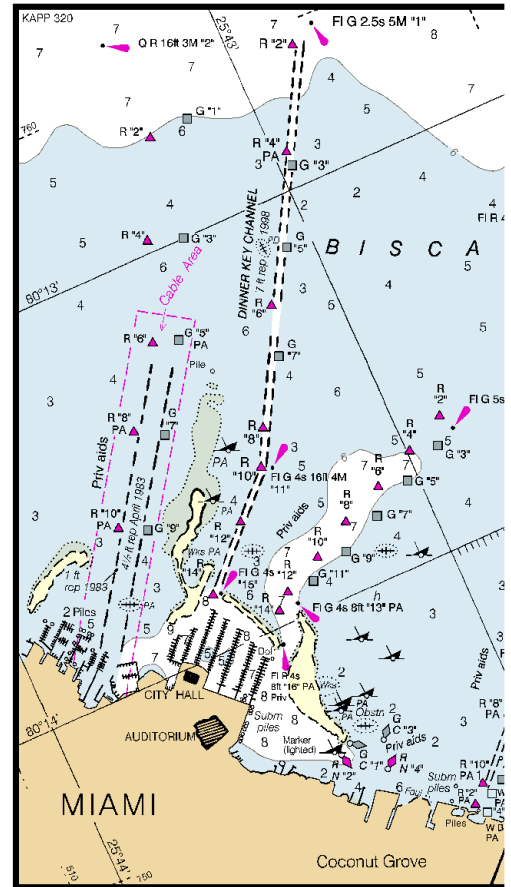
IN

SCALE
NAUT



CAUTION
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



IN

11467 41st Ed., Jun/08; Corrected through NM Jun 07/08, LNM Jun 03/08

FOR DISTRIBUTION SERVICE
WRITE: FAA/NACO Distribution Division
6303 Ivy Lane, Suite 400

Joins page 16

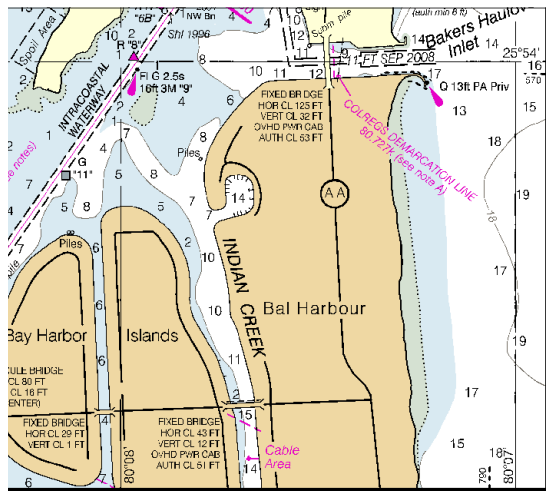
10

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

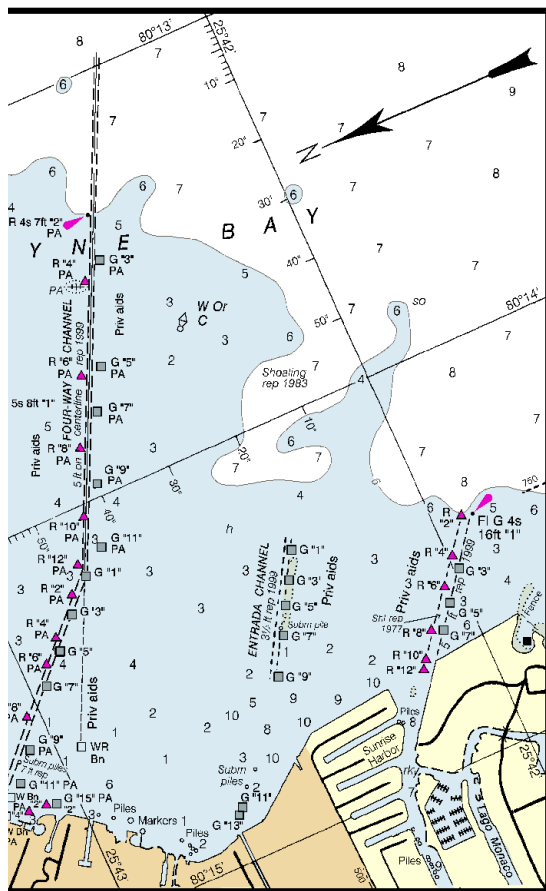
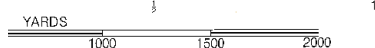




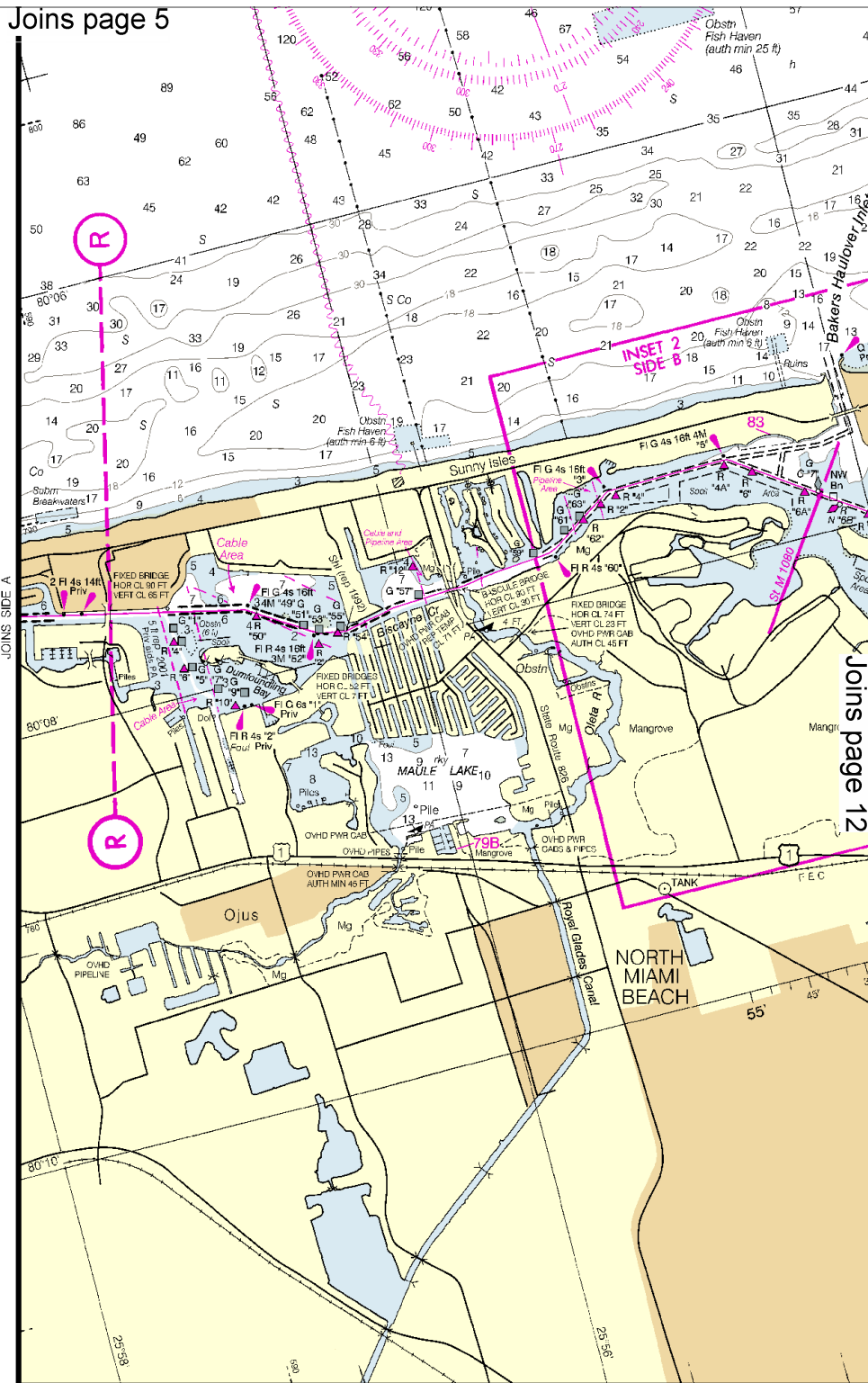
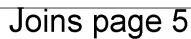
INSET 2

SCALE 1:24,000

Nautical Miles

 _____

NICET A

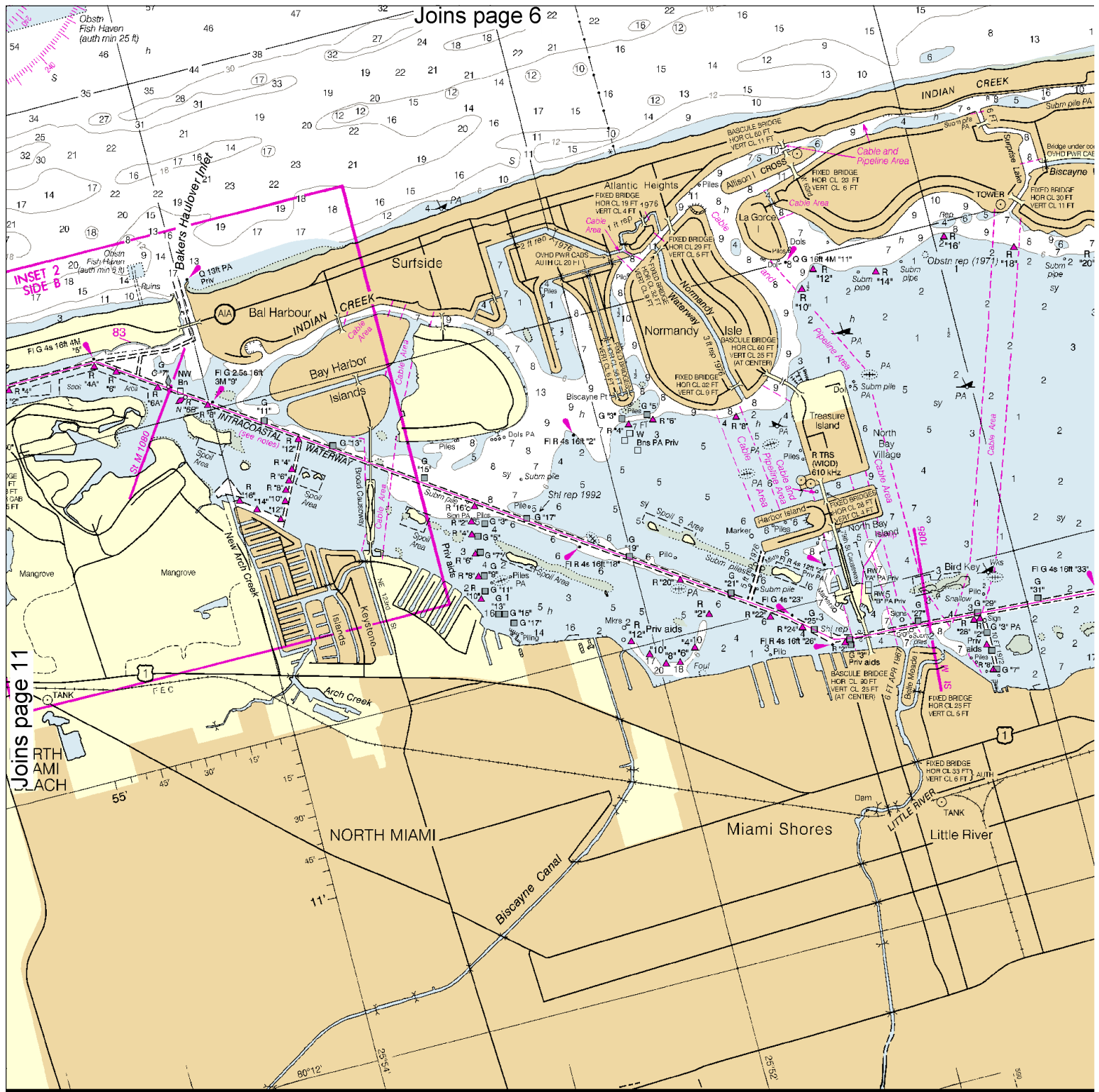


Joins page 12

SAFETY

1. Keep your chart up to date by applying when you receive them.
2. Read carefully all notes printed on your
3. Learn the meaning of each symbol and No. 1.
4. The compass on your chart shows the

Joins page 17



SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you

NOTE C

PRECAUTIONARY AREA

A Precautionary Area exists around Port Everglades Lighted Buoy

"PE" and the approaches to Port Everglades, including Port Everglades

Joins page 18 Large commercial ships inbound and

ward and disembark pilots within this area

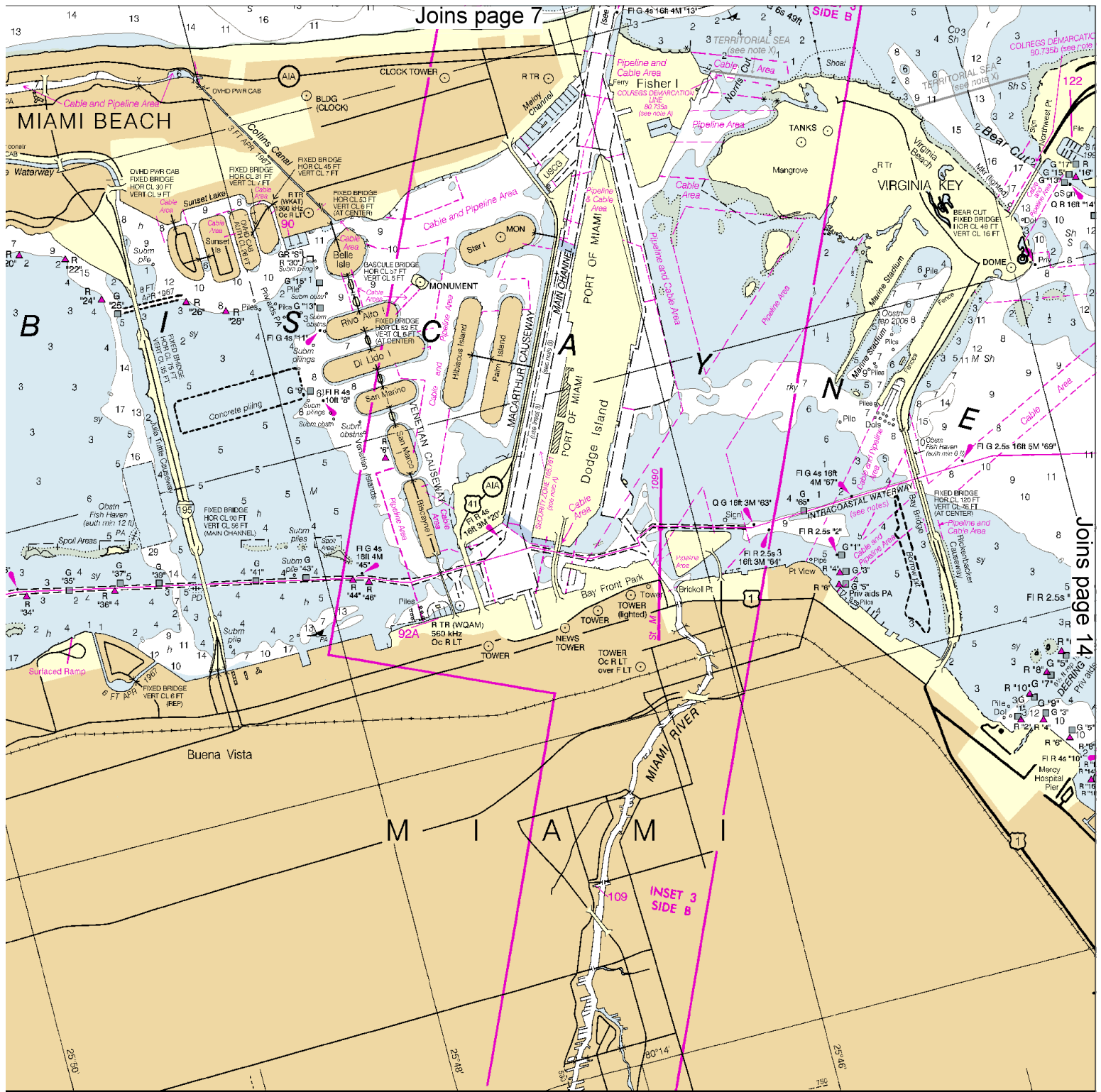
12

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





HURRICANES AND TROPICAL STORMS

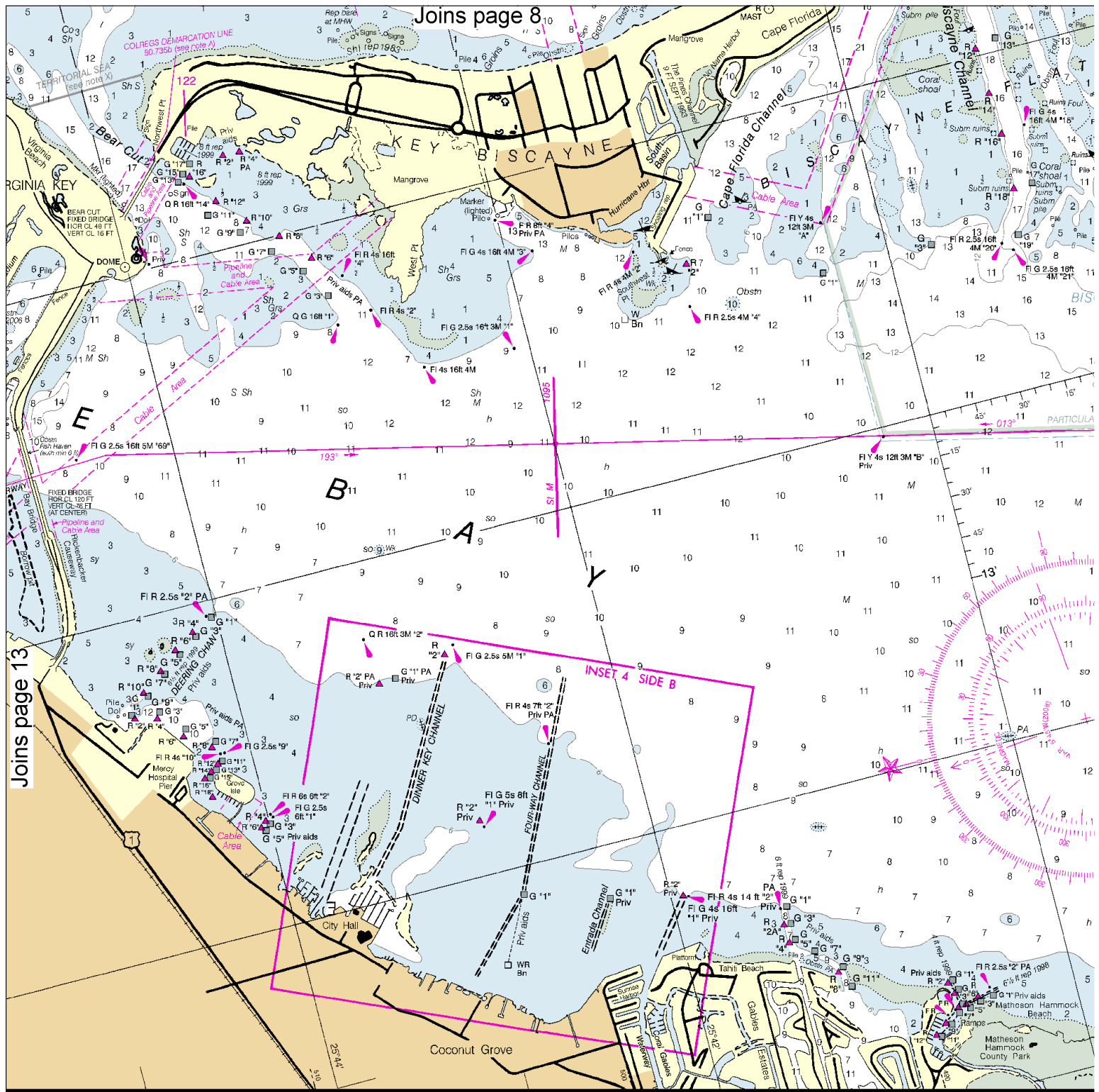
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 19



RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Joins page 20

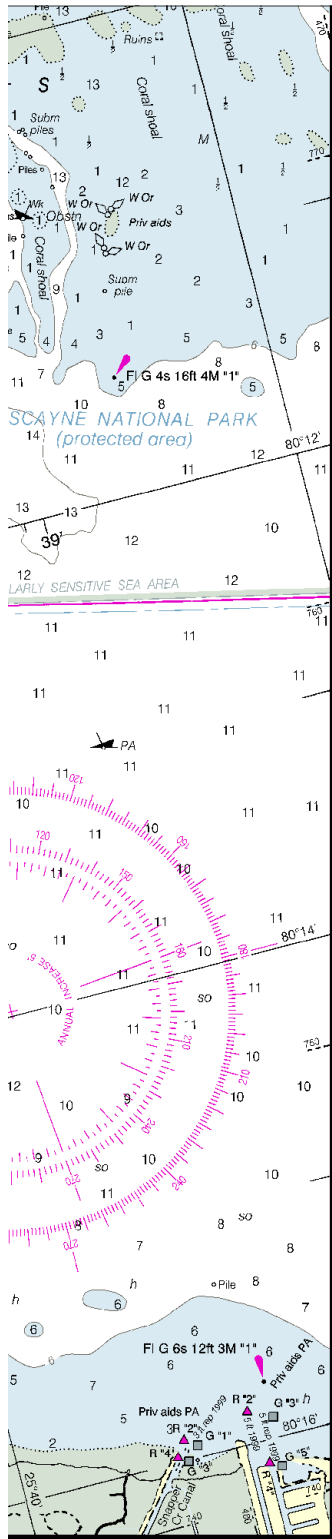
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

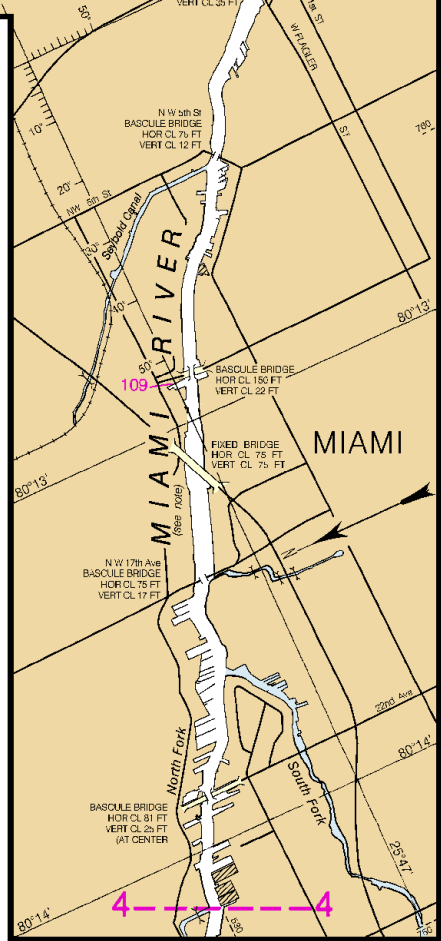
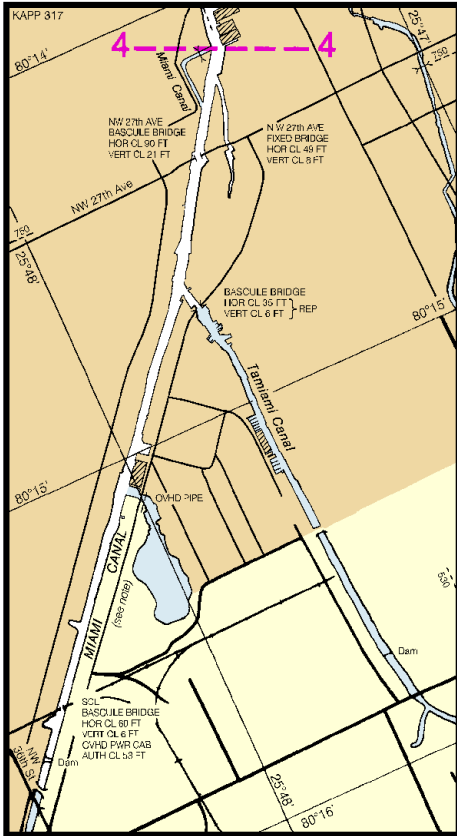
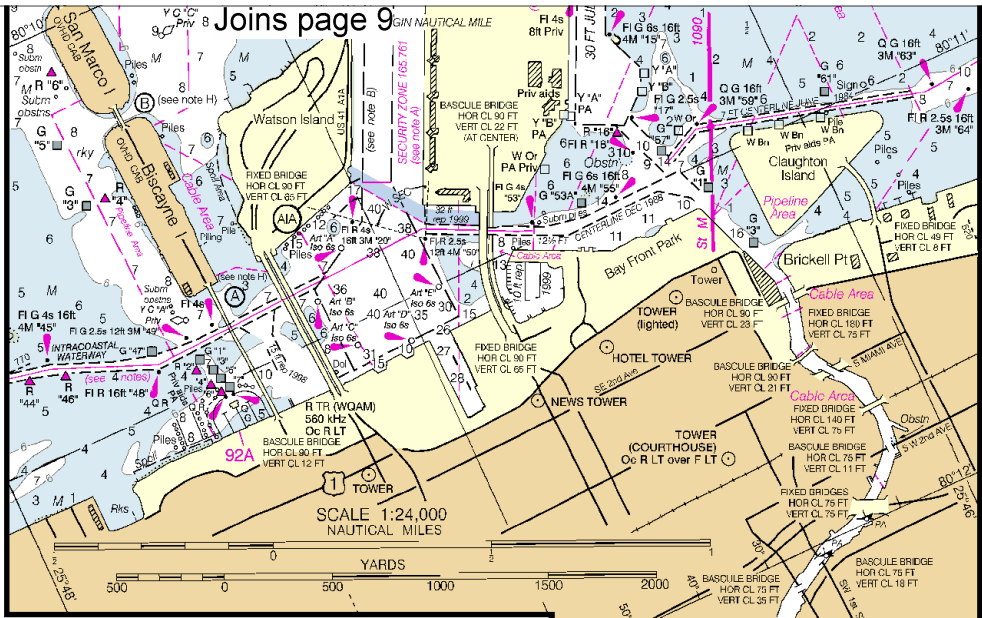
See Note on page 5.

14





JOINS CHART 11455
CONTINUED ON CHART 11451 (PAGE A)



SIDE B

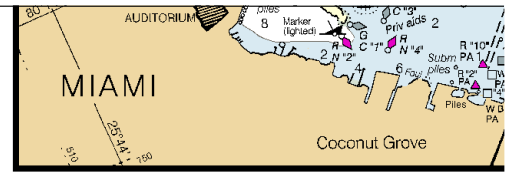
11467

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are

NAUTICAL CHART 11467 INTRACOASTAL WATERWAY

Joins page 21



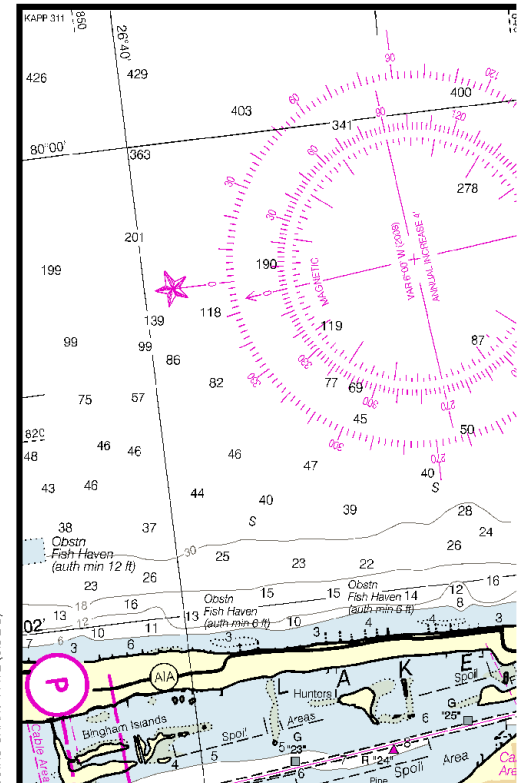
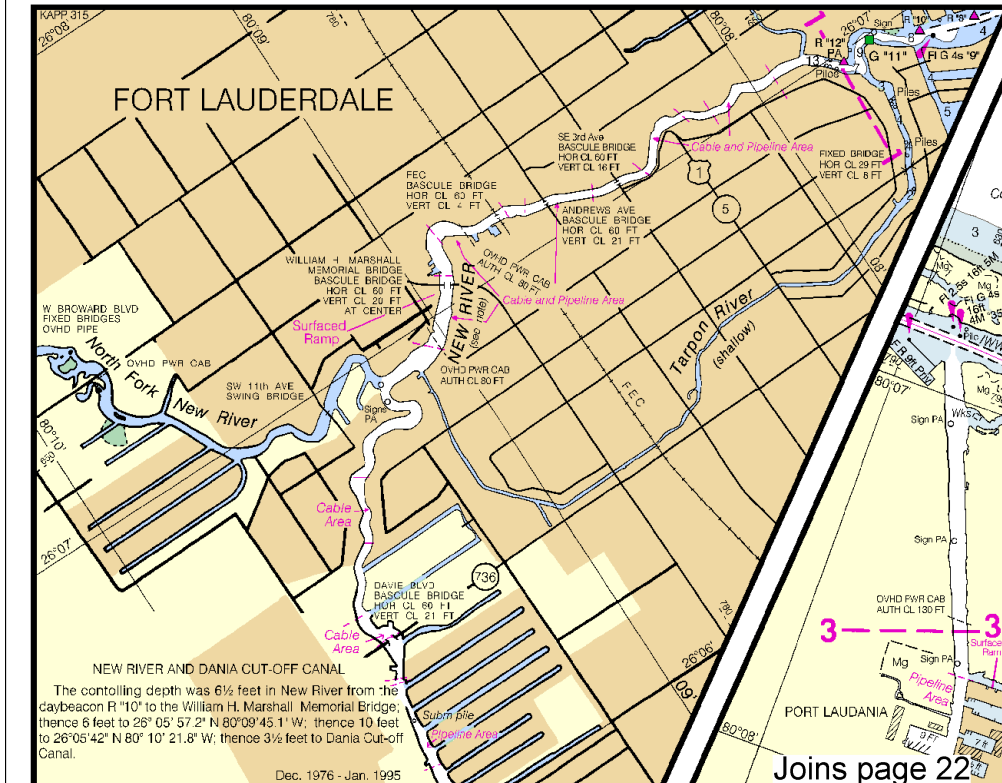
11467 41st Ed., Jun/08; Corrected through NM Jun 07/08, LNM Jun 03/08

FOR DISTRIBUTION SERVICE
WRITE: FAA/NACO Distribution Division
6303 Ivy Lane, Suite 400
Greenbelt, Maryland 20770-6325
PHONE: 301-436-8301 or 1-800-638-8972

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



Joins page 22

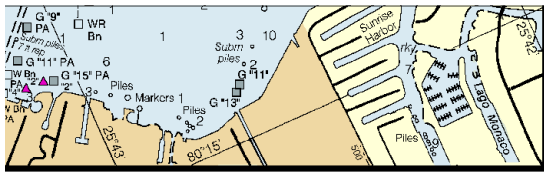
16

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 11



NICET 4

SAFETY

1. Keep your chart up to date by applying corrections when you receive them.
2. Read carefully all notes printed on your chart.
3. Learn the meaning of each symbol and abbreviation.
4. The compass on your chart shows the magnetic variation for the date of publication. You must also correct your bearing for the date of your voyage.
5. Constantly use your chart from the beginning to the end of your voyage to maintain the orientation of your boat with respect to the land.
6. Maintain your position on the chart by identifying your surroundings.

PUBLIC BOATING INFORMATION

The United States Power Squadrons (USPS), national organization for recreational boaters, has developed a series of educational courses for boaters. These courses are available through the USPS - Local Squadron. Contact your local USPS - Local Squadron for more information. USPS - Local Squadron, P.O. Box 30423, Raleigh, N.C. 27611. USCGAUX - 7th Coast Guard District, 305-350-5697 or USCG Headquarters.

PORT EVERGLADES CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (MILES) DEPTH (FEET)
ENTRANCE CHANNEL (FROM 200 FEET SEAWARD OF RED BUOY-2 TO EAST END OF THE JETTIES)	49.1	48.4	48.8	35.8A	6-00	500-450 1.0 45
BAR CUT (FROM EAST END OF JETTIES TO TURNING BASIN)	41.7B	46.3	44.5	40.6B	6-00	450 0.5 42

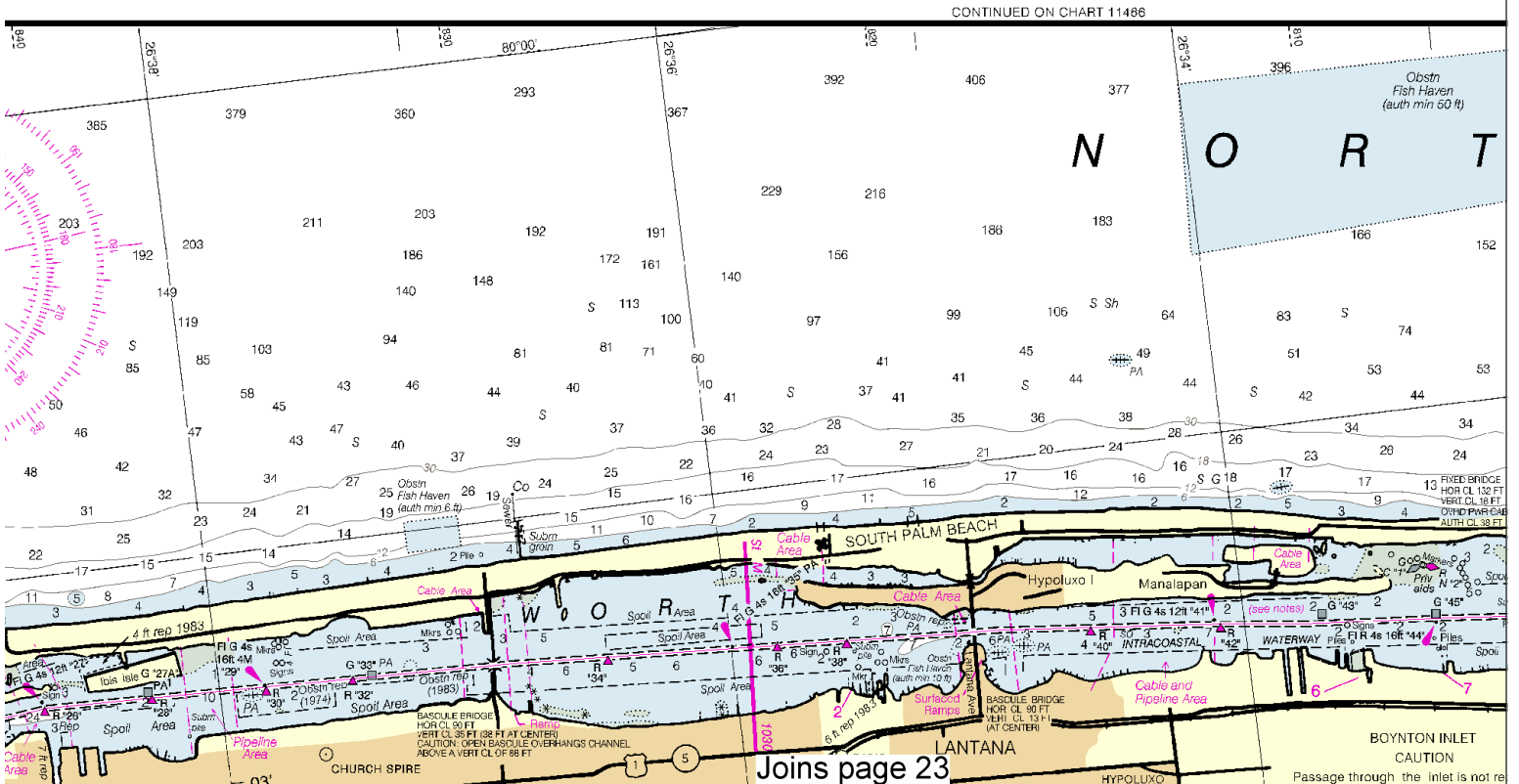
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

A. SHOALING LOCATED ON NORTH EDGE OF CHANNEL 400 FEET WEST OF RED LIGHT-4 AND EXTENDS WESTWARD 930 FEET. SHOAL EXTENDS A MAXIMUM OF 40 FEET INSIDE CHANNEL EDGE.

B. SPOT SHOAL LOCATED 1,700 FEET WEST OF GREEN LIGHT-5.

Joins page 18

Fixed and submerged, may be bridge construction area. proceed with caution.



Joins page 23

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

NOTE C

PRECAUTIONARY AREA

A Precautionary Area exists around Port Everglades Lighted Buoy "PE" and the approaches to Port Everglades, including Port Everglades Lighted Buoys "2" and "3". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

CAUTION

SUBMARINE PIPELINE

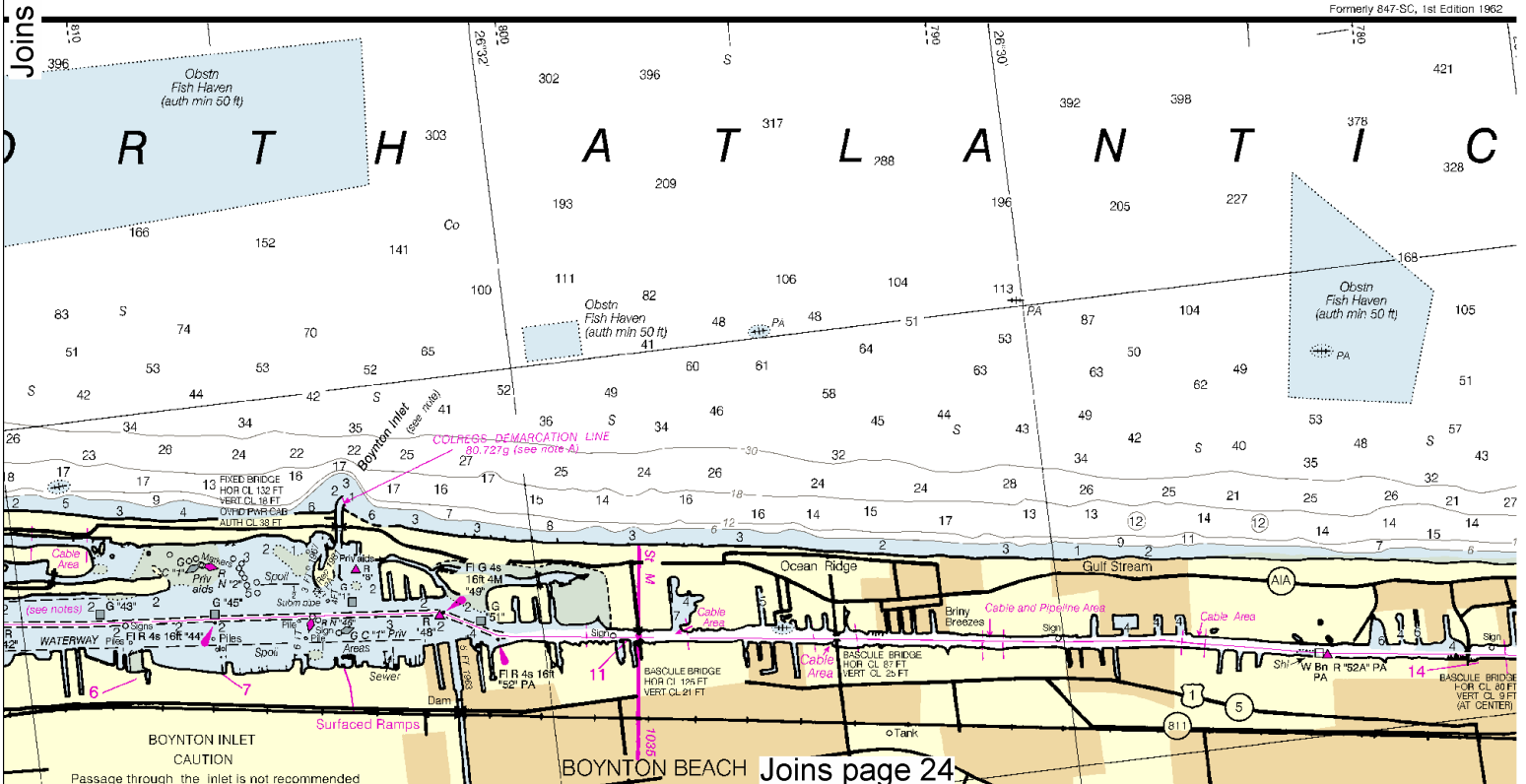
Charted submarine pipe cables and submarine pipeline are shown as:



Pipeline Area

Additional uncharted sub submarine cables may exist this chart. Not all submarine marine cables are required those that were originally become exposed. Mariners caution when operating v water comparable to their pipelines and cables m anchoring, dragging, or t Covered wells may be r unlighted buoys.

Joins page 17



Joins page 24



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoy may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.315' northward and 0.827' eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ON
VES AND CABLES
elines and submarine
cable and cable areas



submarine pipelines and
exist within the area of
nine pipelines and sub-
lured to be buried, and
ally buried may have
ers should use extreme
j vessels in depths of
ir draft in areas where
may exist, and when
r trawling.
e marked by lighted or

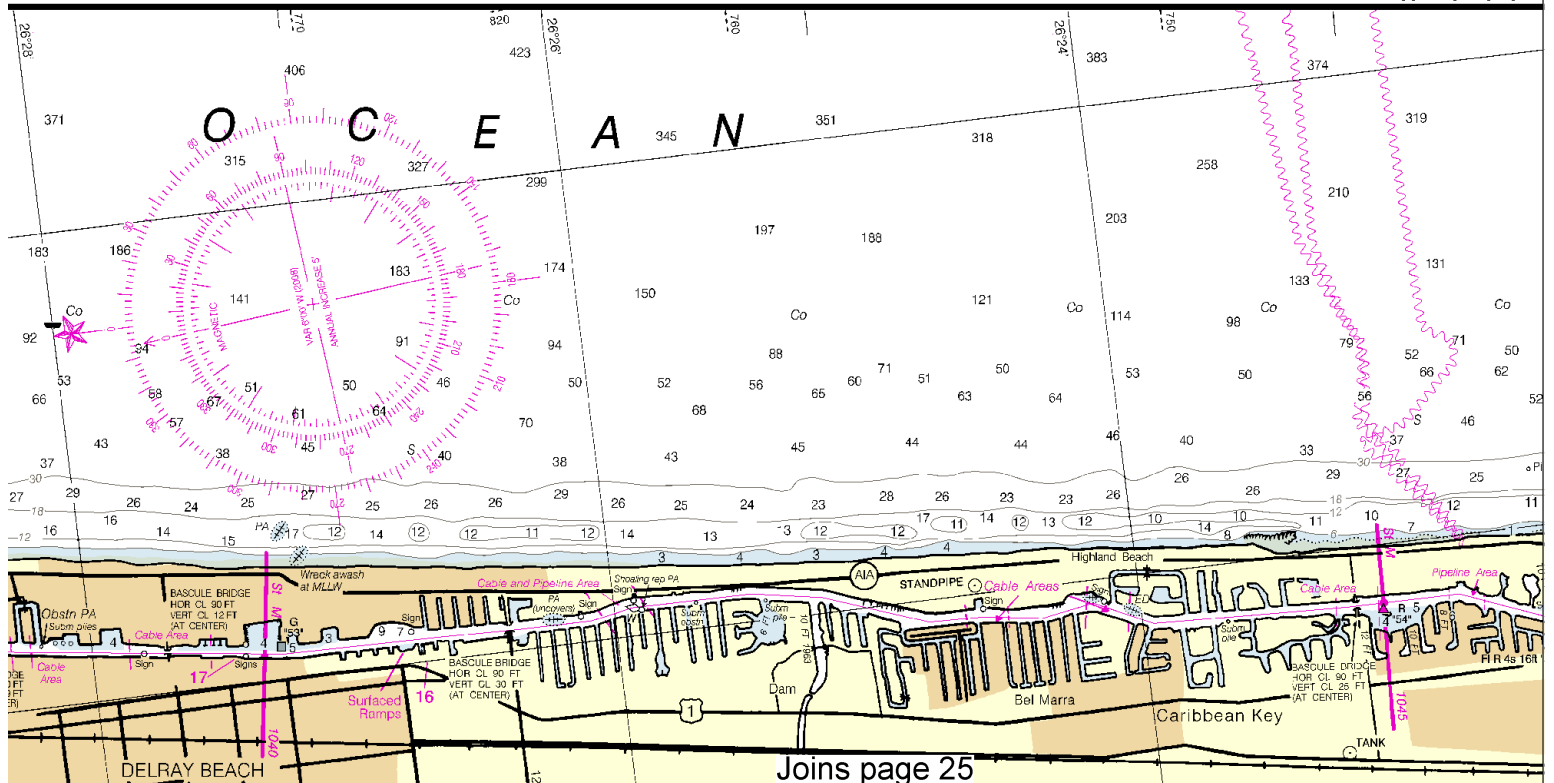
are
obte
Offi
not

Fla
dash
Th

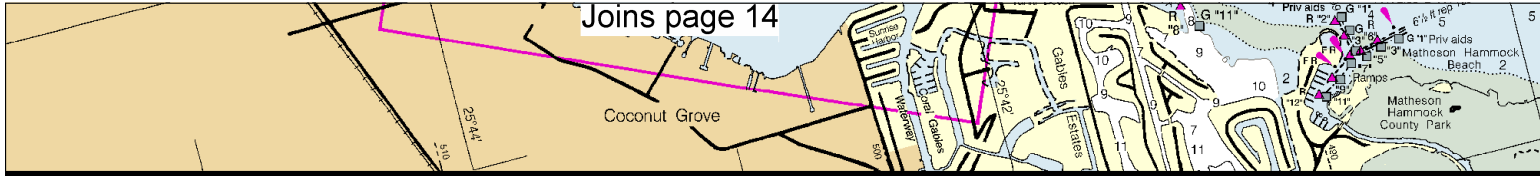
Navig
Coast Pl
lished in
regulation
7th Coast
of the Dist
Flori

Joins page 20

CONTINUED ON CHART



Joins page 25



RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, East Zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, Va. to Fort Pierce, Fla.
10 feet Fort Pierce, Fla. to Miami, Fla.
7 feet Miami, Fla. to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances along the Waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus ———.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

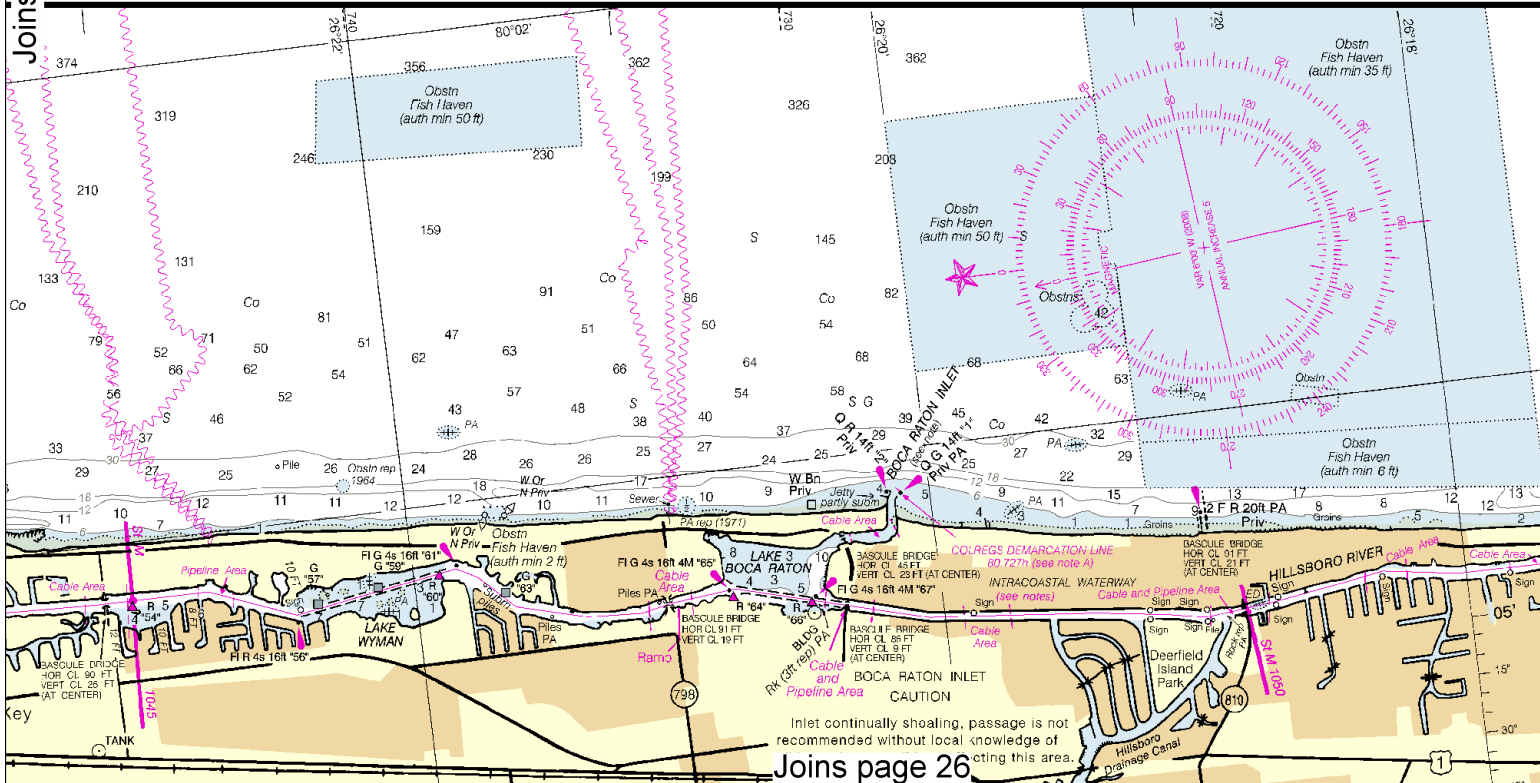
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, Virginia, to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Joins page 19

CONTINUED ON CHART 11466



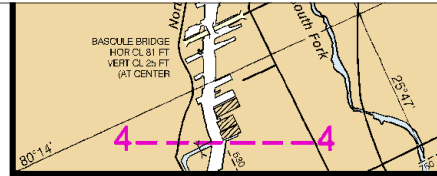
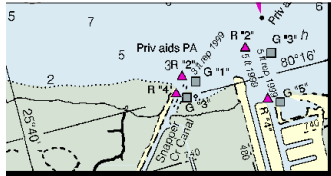
20

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





11467

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NAUTICAL CHART 11467

INTRACOASTAL WATERWAY



THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

WEST PALM BEACH TO MIAMI

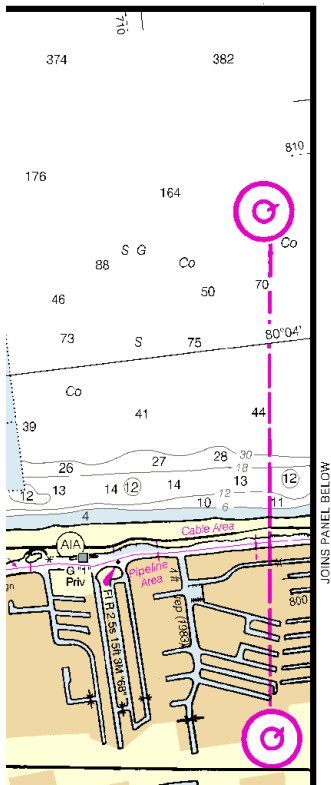
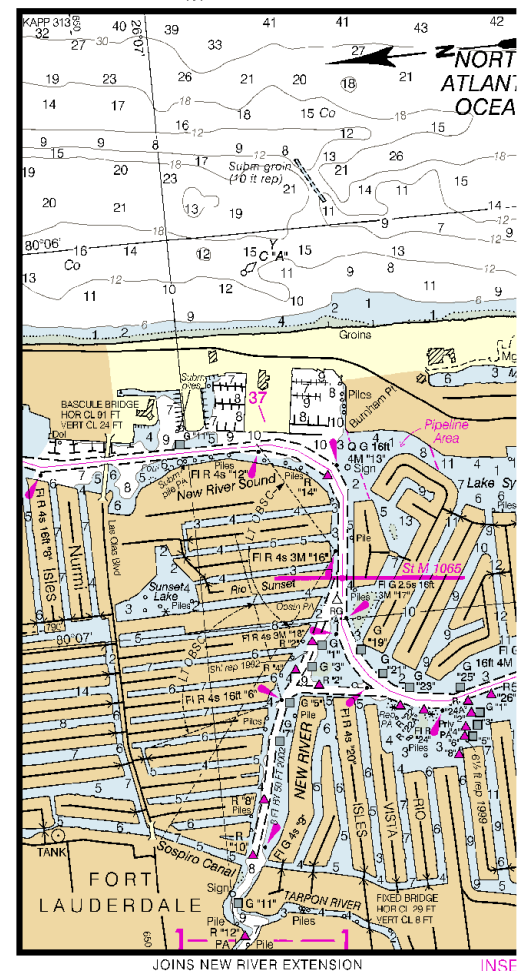
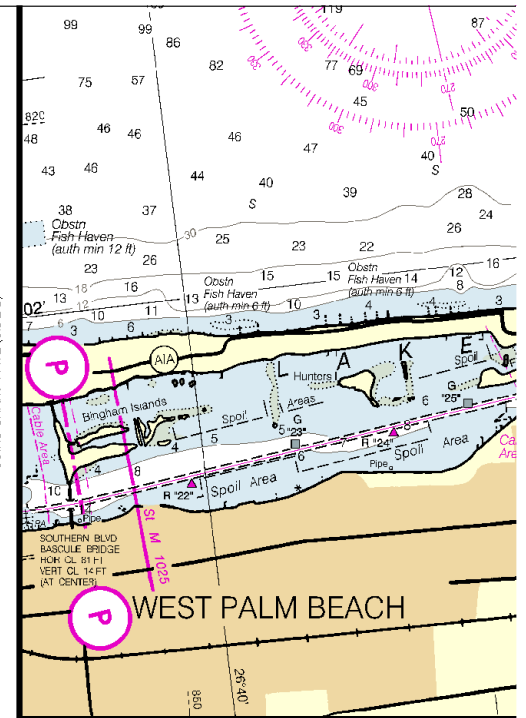
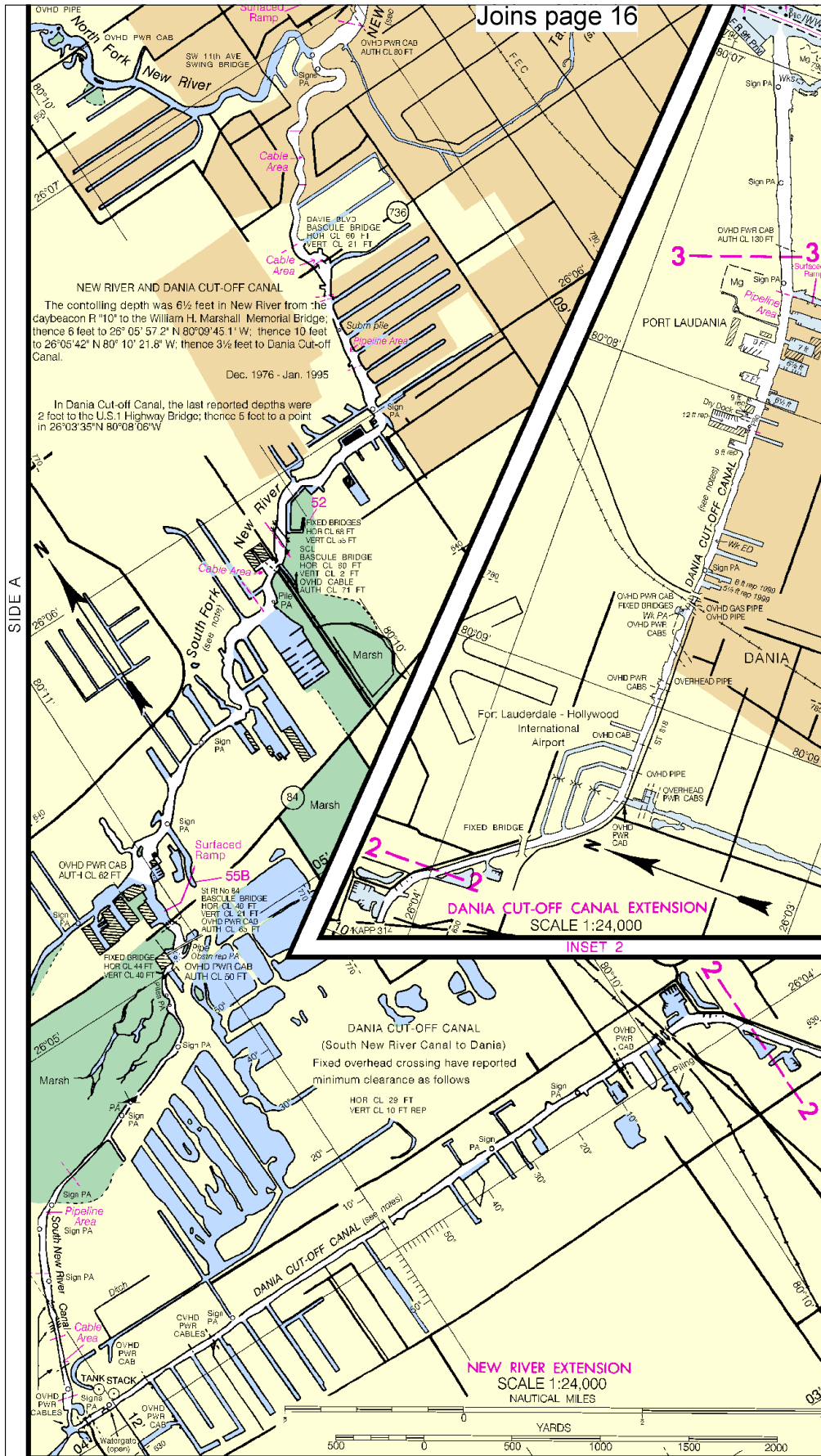


Chart 11467 41st Ed., Jun/06
Corrected through NM Jun 07/08, LNM Jun 03/08

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

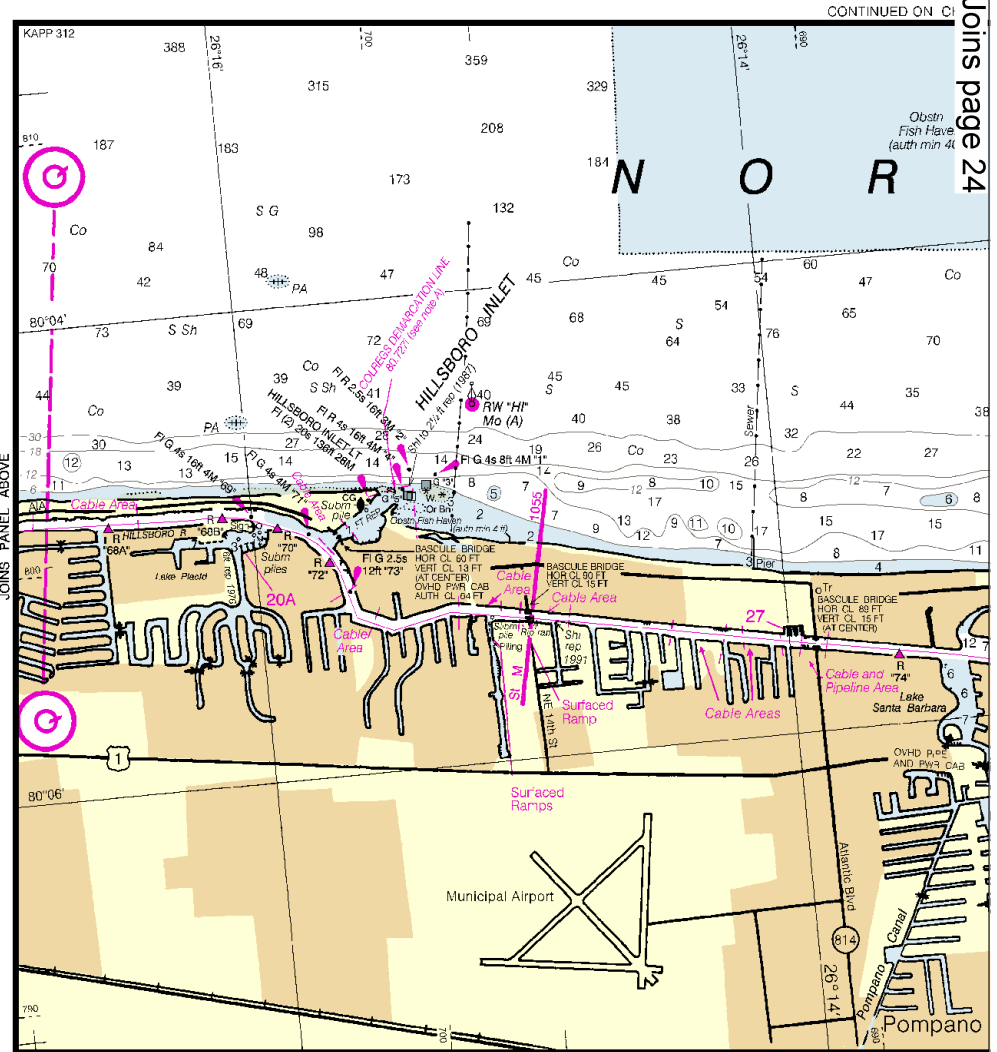
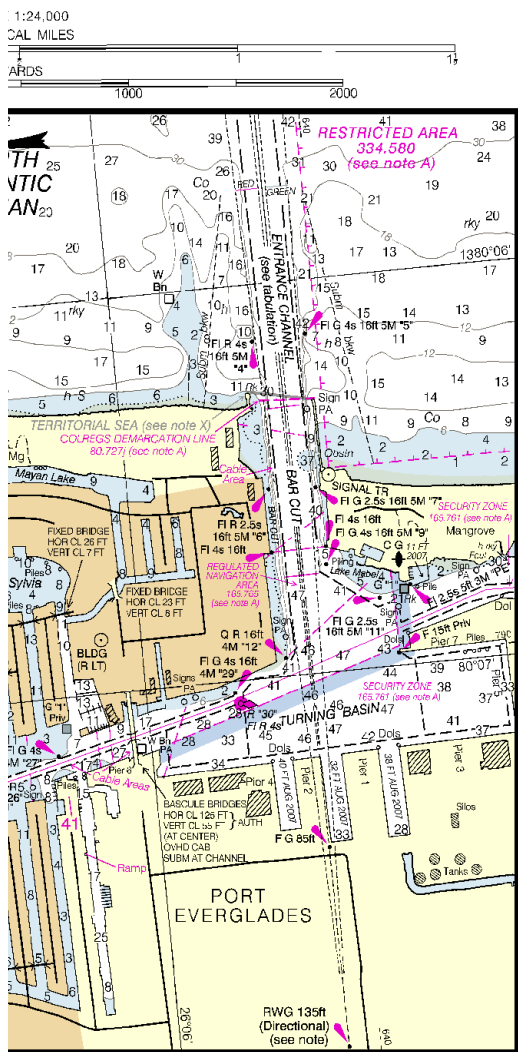
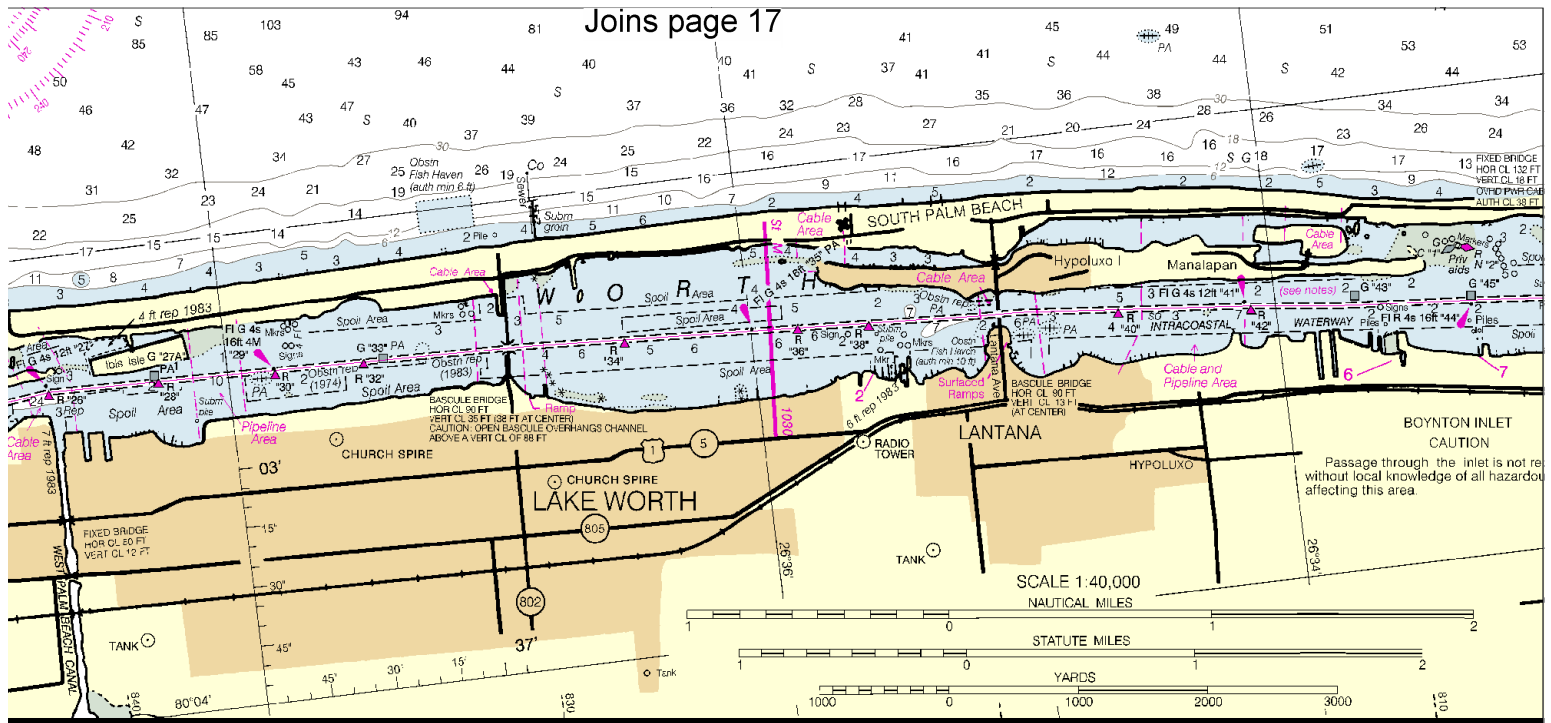
MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Joins page 27
AMERICAN DATUM OF 1983
1984

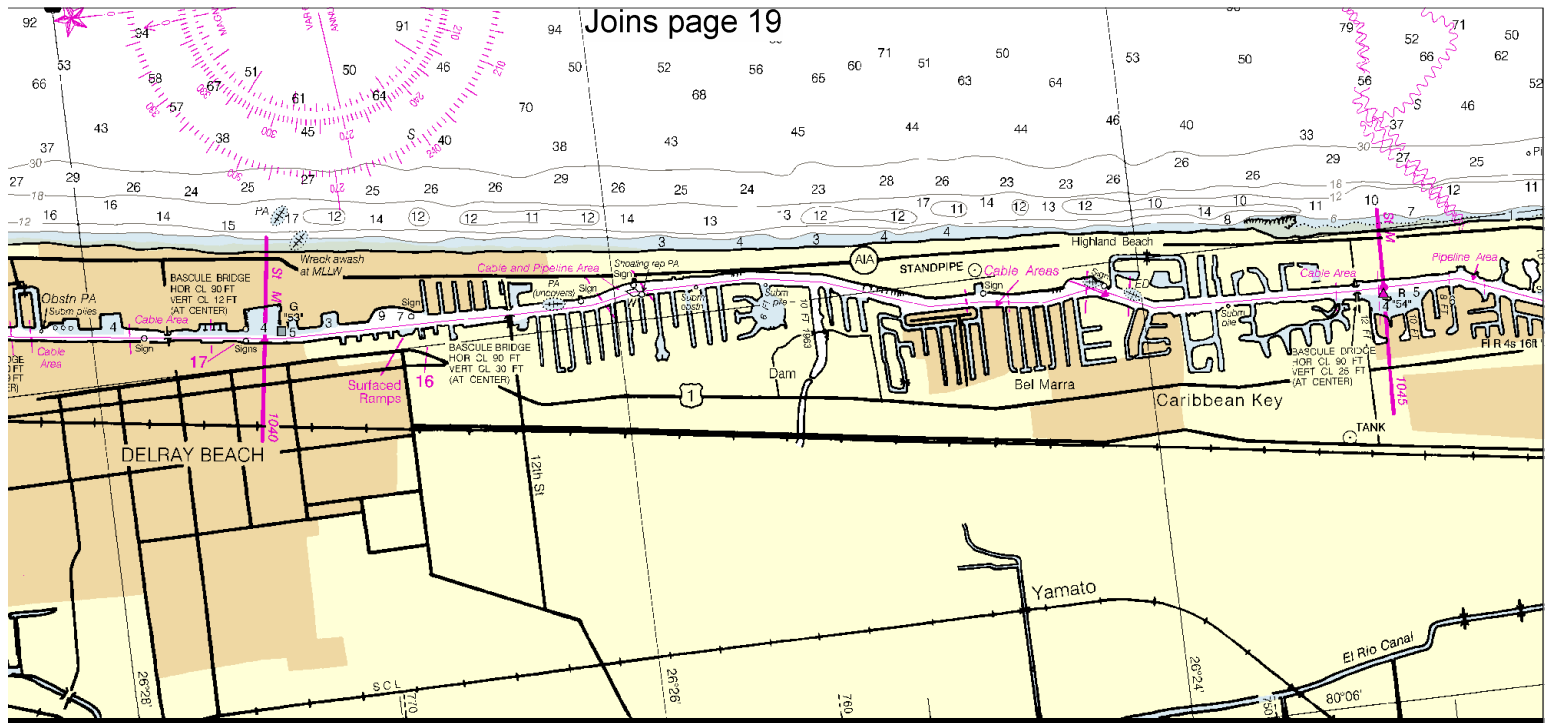


11467 41st Ed., Jun/08; Corrected through NM Jun 07/08, LNM Jun 03/08

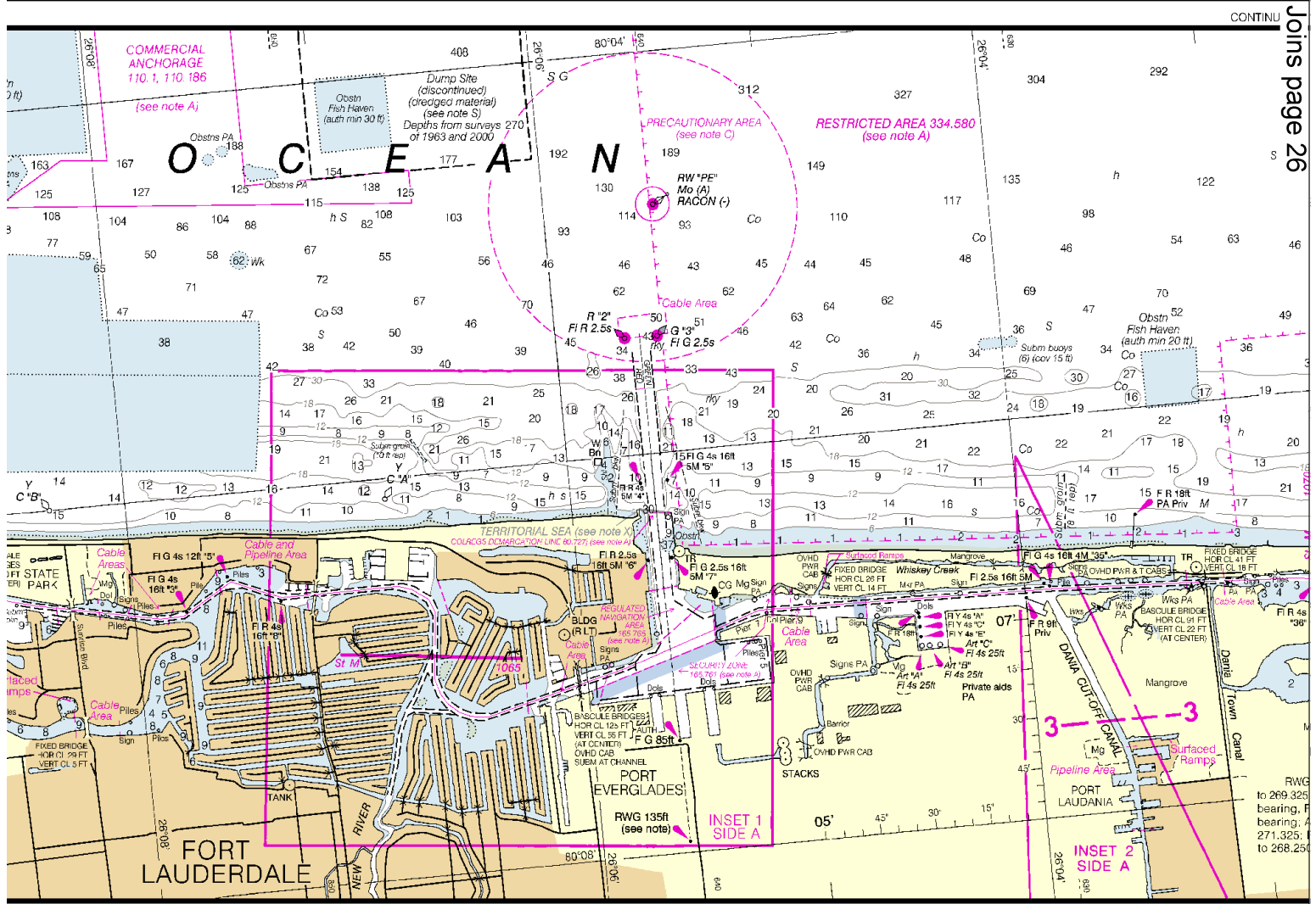




[illegible]



Joins page 19



Joins page 26

CONTINUED ON NEW RIVER EXTENSION

CONTINUED ON DANIA CUT-OFF CANAL EX

[illegible]

26

~~SCALE 1:40,000~~
Nautical Miles

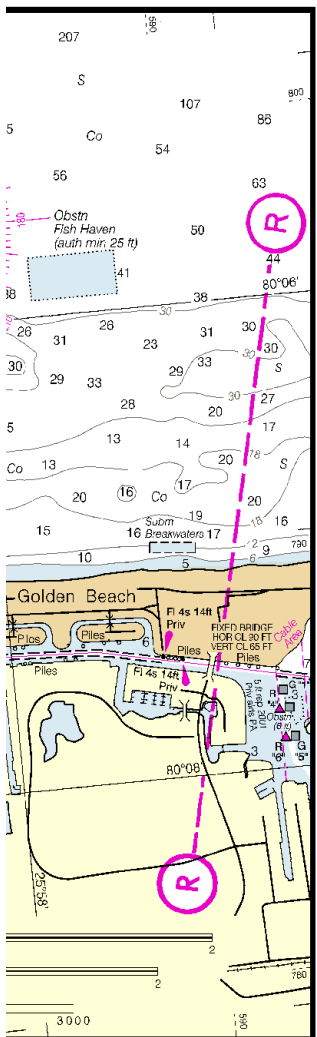
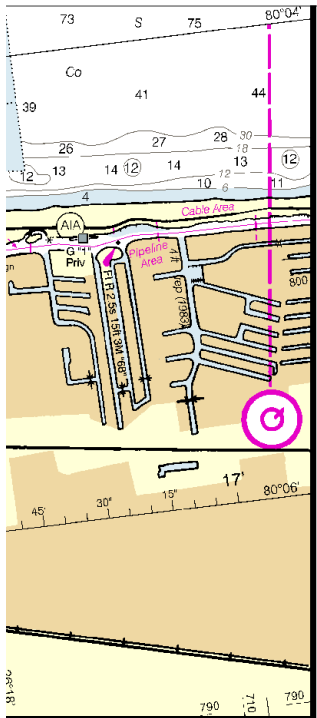


Chart 11467 41st Ed., Jun/08
 Corrected through NM Jun 07/08, LNM Jun 03/08
 Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
 NORTH AMERICAN DATUM OF 1983
 (WORLD GEODETIC SYSTEM 1984)
 Additional information can be obtained at nauticalcharts.noaa.gov
 HEIGHTS
 Heights in feet above Mean High Water.

AUTHORITIES
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



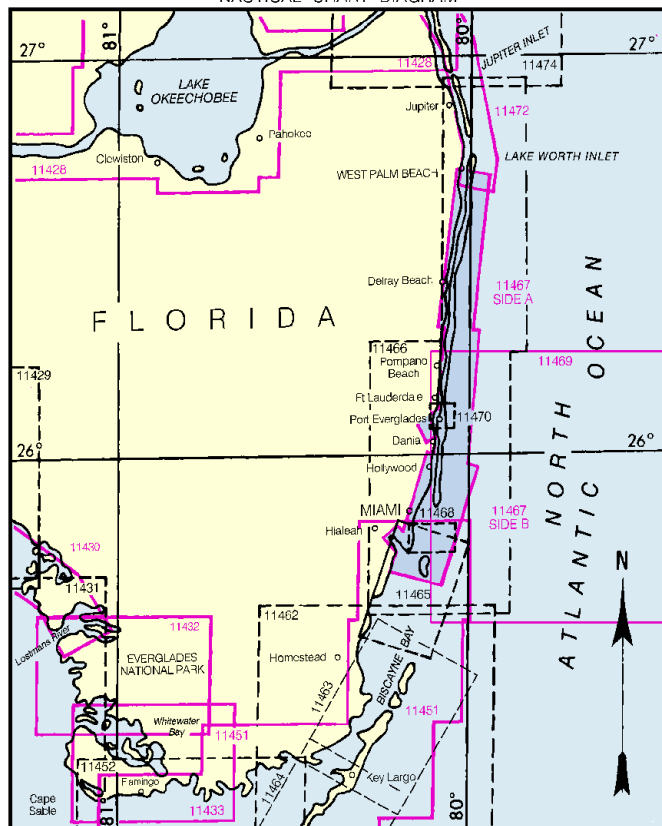
NSN 7642014010255

NGA REFERENCE NO. 11XHA11467



ED. NO. 41

NAUTICAL CHART DIAGRAM



11467

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Lake Worth Inlet– 561-844-4470

Coast Guard Fort Lauderdale – 954-927-1611

Coast Guard Miami Beach SAR – 305-535-4472

Coast Guard Atlantic Area Cmd – 757-398-6390

Florida Fish & Wildlife Conservation Comm – 888-404-3922

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.